

# the Whip

VOL. 22 NO. 1



OFFICIAL PUBLICATION OF THE AMERICAN DRIVING SOCIETY

MARCH 1995



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*the Whip*

Editor: Ann L. Pringle

Founding Editor: Charles W. Kellogg

THE WHIP is a publication of the American Driving Society Inc., a New York not-for-profit corporation.

All editorial and advertising material for publication must be sent to the office of The American Driving Society, Box 160, Metamora, MI 48455. Tel. 1-810-664-8666. The ADS publications are under the direction of Mrs. Ann Pringle, executive director.

Classified advertising only will be carried in the newsletter. Display advertising will be carried in the magazine issues, scheduled for March, June, September and December. Rates and deadlines may be obtained from the office.

Officers of the ADS are: Mr. Thomas J. Hilgenberg, Newnan, GA - President; Mr. Lyle Peterson, Waverly, NE - Vice President; Mrs. Richard A. Kimball, New York, NY - Secretary; Judge Eugene A. Moore, Oxford, MI - Treasurer.

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Composition & Production:  
Blue Water Printing, Lapeer, MI

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Cover photo Ann L. Pringle

**Bill Long, of Southern Pines, NC makes a turn in The Downhill, Obstacle #2 with Boots Wright's team at the World Championships at The Hague, The Netherlands.**



## Collective Remarks

by Sheila Alexander, Chairman of the Dressage Committee

Several members of the Dressage Committee helped organize the "Super Clinic" to be held in conjunction with the 21st Annual ADS Meeting. Teri McFarland and Jean Brooks lined up the local drivers and horses needed to provide the demonstration drives for the dressage judges to "practice" judge. The drivers will drive a specific test and then drive certain parts of the test for further analysis. These kind souls who volunteer to drive the tests are truly appreciated for their effort. Their performances allow the judges and learners to see, and discuss, what they are seeing, all in an attempt toward uniformity and consistency in the judging of driven dressage. Heike Bean worked on the scheduling of the driving tests and will discuss the importance of the tests and how they differ. Sheila Alexander worked with Karen Homer Brown on the overall content and schedule for the Dressage Forum. Former Dressage Committee member, Anita Owen, will speak to the entire group on "Gaits and Paces".

Members of the Dressage Committee have been composing a letter to the F.E.I. Driving

Committee asking for clarification of the wording in Chapter 32, Article 920.1 of the Combined Driving Rules referring to the "correct positioning of the horses on the move". This is a critical concept in driven dressage and some clarification of the principle of straightness and adjustment of the horse's body to the curvature of the line he follows would be most helpful. All committee members have responded to the proposed letter with comments and suggestions which have been included in the final draft. It is hoped that the requested clarification will make it easier for everyone to understand how the horse should be positioned correctly on the move when being driven.

Two members of the Dressage Committee, Mary Shaw Moore and Sheila Alexander, attended the beautiful Weekend of Driving for Pleasure in September at Acadia National Park, Bar Harbor, Maine. As has been reported earlier, the carriage roads in Acadia are a paradise for drivers and their horses. The Licensed Officials Committee met while in Bar Harbor and voted to elevate Theresa

Baum from Learner status to "r" in the Dressage category and to elevate Dressage Committee member, Claudia Cordeiro, to "r" status in Pleasure Driving. Congratulations to both Claudia and Terry.

Articles in print from the Dressage Committee since the last report dated July 9, 1994 are "Dressage Forum held in Doylestown, PA" by Claudia Cordeiro in the September *Whip*. "Dressage Judge Evaluations - What They Reveal" by Sheila Alexander in the December *Whip*. An article by Heike Bean on the importance of relaxation in the driving horse is scheduled for this issue.

Considering the immense size of this country which separates people by so many miles and time zones and the busy schedules of the members of the Dressage Committee, I feel that much has been accomplished in the last few months. The Driven Dressage Manual continues to sell well and will need to be reprinted in the near future and the Dressage video has been well received with most people pleased by the content of the video.



## Single Drivers' Voices Heard

by Betsy Cowperthwaite, Chairman of the ADS Combined Driving Committee and AHSA Driving Committee

Due to the volume of letters received by the ADS and the USET, requesting that a World Championship for Singles be considered, the American Horse Show Association in their capacity as our National Federation

has taken a step toward that end.

The AHSA has written letters to the National Federations of the European countries to inform them that the U.S. may have some single drivers wishing to compete abroad.

We are hopeful that invitations will be issued to U.S. drivers.

While it may not seem so, it is the first step toward a World Championship for Singles. We will keep you posted.



## Schedule for Rule Changes

The following schedule has been established for future rule changes: (approved by the Board of Directors, February 27, 1994).

*For rules effective January 1, 1996:*

March 1 1994 .....	Deadline for members to submit rule changes to the ADS
March 30 1994 .....	Proposals forwarded to Discipline Committees (Pleasure Driving, Combined Driving, Dressage)
August, 1994 .....	Finalized proposals to be submitted for publication in the September issue of The Whip
September, 1994 .....	Rule proposals are printed in The Whip
February 1995 .....	Rule changes are approved by the Board of Directors
March 1995 .....	Rule changes are printed in The Whip

**The ADS encourages the use of hardhats while driving.**



# 1995 Judges and Technical Delegates List

(as of January 15, 1995)

R = Registered Status; r = Recorded Status; L = Learner Status  
 PDJ = Pleasure Driving Judge; PDTD = Pleasure Driving Technical Delegate; CDJ = Combined Driving Judge; CDTD = Combined Driving Technical Delegate; D = Dressage Judge.

## LEARNERS

The following have applied for and received Learner status. This designation does not allow the individual to officiate in any manner, nor does it imply any knowledge or expertise in any area other than the desire to become an ADS approved official.

NAME, STATE, PHONE	PDJ	PDTD	CDJ	CDTD	D	NAME, STATE	PDJ	PDTD	CDJ	CDTD	D
ALEXANDER, SHEILA, ME 207-799-7614						ABRAMS, LINDA, GA					
ALT, JEFFREY, PA 610-649-0425	r		r			ALBRIGHT, JOHN, IN	L				
BALLOU, SHERRY, VT 802-276-3074						BEAN, HEIKE, CT	L				
BANFIELD, DEBBIE, KY 502-863-5113	R		r			BEVAN, DEBORAH, WI					
BAUM, THERESA, PA 717-395-3586						BILLINGTON, DOROTHY, RI		L		L	
BEAN, HEIKE, CT 203-455-0045			r			BOWEN, MICKIE, PA		L		L	
BOSTWICK, AUDREY, PA 215-766-2363	R	R				BRIGHT, DANUTE, PA					
BOWEN, MICKIE, PA 610-486-6583	R	R	R			*BROWN, GENE, PA	L	L	L	L	L
BROOKS, JEAN, AZ 602-936-6621						*BURGESS, MALCOLM, CT	L	L	L	L	
BROWN, KAREN, IN 317-873-3350	R					*BURNS-METCALF, THERESA, WI	L				
BUSHNECK, DEDE, NC 919-387-0230						BUSHNECK, DEDE, NC			L		
*BURNS-METCALF, THERESA 608-943-6126						*CARPENTER, MELISSA, VT	L				
CABIC, KAREN, NY 315-597-6851	r					CUENDET, DENISE, CA	L	L			
CABIC, ROGER, NY 315-597-6851						CUTLER, MARGARET, CA				L	
CHESTON, LOIS, MA 508-887-6048				R		CUTLER, GREGG, CA			L		
CORDEIRO, CLAUDIA RI 401-539-7594	r		r			*DALLOW, BARBARA, CO	L				
COUNCIL, ANNE, MA 413-536-4633						*DALLOW, PETER, CO	L			L	
COURTEMACHE, LEONARD, WV 304-577-6573		R				DeFABRITIS, NANCY, NY	L			L	
COURTNEY, LINDA, TX 713-486-5778	r		r			*DICKINSON, BARRY, IL	L			L	
COWPERTHWAIT, ELIZABETH, NC 910-695-2629				R		DRAGSTRA, WEIBE, NC			L		
CUTLER, MARGARET (Jody), CA 805-529-2753	r					EVANS, SUSAN, NY			L	L	
DeFABRITIS, NANCY, NY 518-398-7658	R	r				FAIRBANKS, LINDA, CA			L	L	
FAIRBANKS, LINDA, CA 805-466-2814	R	r				FUNDERBURGH, ALLEN, AZ			L		
FOXWORTHY, MARY CRHIS, MI 810-667-3375	r	r	R			*GILLESPIE, KIRK, WI			L		
FRIEND, ANN, WI 414-367-2233	r					*GIPSON, BILL, CA	L				
*FRIZZELL, LAURA, MI 313-653-6884	R					*GLASS, CAULEEN, CA					
GANTON, DORIS, BC 604-652-5643	R		R			*GUY-FOX, SANDRA MI				L	
*GILLESPIE, KIRK, WI 608-764-5507	r					HALCOMB, CAROL, IN		L			
*GILLESPIE, SUZANNE, WI 608-764-5507		R				*HANSEN, PETE, OH		L			
GILLILAND, SUSAN, FL 813-677-3040						HOFFMAN, GEORGE, NJ				L	
*GORHAM, WILLIAM, TX 214-866-2474				R		*HONESCHUCK, CORINNE, PA					
GRABURN, SALLY, NY 914-631-4455	R		R	R	R	HORWITH, BARBARA, PA					
GREENALL, SUSAN, VT 802-436-2266	R	R	R	R	R	HUNTER, TODDY, NY				L	
GREENALL, JOHN, VT 802-436-2266	R	R	R	R	R	*JOHNSON, RUTH, TN		L			
GRIGG, NATASHA, MA 508-352-6321	R	R	R	R	R	KALINSKI, NORMAN, ND				L	
GWINN, JOHANNA, PA 610-436-5604						LAMPHERE, NORI, WA					
HAERTLEIN, BARBARA, NJ 908-236-6843				R		*LITTORIN, INGUN, CA			L	L	
HEINOLD, ROBERT, NY 716-461-2123		R				LOFGREN, MICKEY, WA					
HERMAN, ROSEMARY, MI 810-628-6644		r				MACKAY, ROSEMARY, TX					
HILGENBERG, TOM, GA 404-253-1201	R		R	R	R	*MANASSE, DEBORAH, CT					
HILL, BILLIE, NY 716-243-5832	R	R	R	R	R	*McCARNEY, KAREN, CA				L	
HILL, SUSAN, MD 410-836-1754						*McCRIMMON, SUSAN, NC				L	
HILL, MACY, VA 804-561-2351	R		R			McMANUS, JANE, MI		L			
*HIMLER, MARSHA, NY 518-664-8370						*MANLEY, LESLIE, CO			L		
HODGES, TISH, OR 503-632-4966				R		*MERRITT, REBECCA, PA					
HOMER, LORE, PA 215-233-3657	R	R	R	R	R	MOLLER, IAN, MI				L	
*JORDAN, CALLIE, WA 509-493-4928	R	R	R	R	R	MORIN, PETER, NH		L			
KELLOGG, CRAIG, CT 919-692-3426	R	R	R	R	R	*NANAA, LIISA, NY				L	
KIMBALL, HOPETON, NY 914-677-9366	R	R	R	R	R	NEWBURY, GAIL, AZ					
KINSELLA, JEAN, CT 203-354-4947	R	R	R	R	R	NEWBURY, KENDA, AZ					
KINSELLA, FRANCIS, CT 203-354-4947	R	R	R	R	R	O'DONNELL, RICHARD, PA					
*KITTREDGE, MARJORIE, MA 508-683-1247						*PALMER, FLORIAN, CT				L	
KNICKER, TOM, TX 214-539-8002						REMLEY, DAVID, NH		L			
KOSZELY, LESLIE, CO 303-526-2098	R		R			*RITTER, JOHN, IL					
*KRAMER, WAYNE, NE 402-797-5865						SAVAGE, BARRIE, VT				L	
LECK, ANNE, MN 612-955-3180	R					*SAWMILLER, MARGARET, NY					
LONG, WM, NC 910-692-0943	R		R			SHIVES, TOM, WA					
*LOWER, WM, VA 804-823-4832						SINGER, ELIZABETH, PA				L	
*MANLEY, LESLIE, CO 303-621-2359						*SMITH, MARIAN, NJ					
*MERRITT, REBECCA, PA 215-343-7421	R					TEETER, PHILIP, CO					
MILLSAP, DEBRA, FL 813-544-9110	r	r	r			THIBAUT, CAROL, OR				L	
MIRAKIAN, JACK, MI 810-678-2876				R		THOMPSON, HOLLY, MS				L	
MOORE, MARY SHAW, MI 810-628-7521	r					ULLIAN, KARIN, OR				L	
NANAA, ANDREW, NY 518-993-4092	r					VANCE, GRACE, CA				L	
NEWBURY, GAIL, AZ 602-585-4301						WADE, RENE, WA				L	
NEWBURY, KENDA, AZ 602-585-4301						*WAGNER, MARYLOU, PA					
NICOLL, MARTHA HANKS, VA 804-220-2747						WEISS, SUSIE, WI					
NICOLL, RICHARD, VA 804-220-2747				R		WHALEY, KATIE, NY				L	
O'ROURKE, JAMES, III, PA 215-486-6484						WHITEMAN, ELIZABETH, CA				L	
OWEN, ANITA, CO 719-750-7406						*WICKS, JOHN, NW					
*PARADIS, BOBBIE, CT 203-393-0674	r					*WIKTOR, ANNE, VA				L	
PEMBERTON, J.D., ONT 905-678-8900				R	R	WOOD, JOHN, MO				L	
*PIRIE, DEIRDRE, MA 508-468-2788	R	R		R	R	WOOD, VERONICA, MO				L	
*POULIN, LAWRENCE, ME 207-797-6207						WORSLEY, KEVIN, AZ					
PULSIFER, HOLLY, MA 508-356-3655				R	R	WRIGHT, CAROL, NC					
*QUINSEY, BRYAN, KY 606-341-7377	r										
ROBBINS, WARD, OR 503-663-7783		R									
*ROBINSON, RICHARD, CA 805-688-9264	R	R									
*SAWMILLER, MARGARET, NY 315-682-6830											
SEATON, MUFFY 703-554-8267	r										
*SHELLENDER, DIANE, MD 410-755-6703											
SHIVES, TOM, WA, 206-788-3509											
SIEGMUND, OTTO, MA 508-249-2782	R	R									
*SISCO, RICHARD, NJ 609-769-3112											
TEETER, PHILIP, CO 303-568-9111				R							
*THACKERAY, D.W., MD 301-848-2253			R								
THIBAUT, CAROL, WA 206-926-3705	r										
VENDITTA, WM, PA 610-869-4603											
VICKROY, LARRY, CO 303-688-8103	r	r		R							
vonGOEBEN, HEDDA WINDISCH, CT 203-567-0021	R	R									
WADE, RENE, WA 206-834-3989											
WEIR, BARBARA, NJ 908-996-4726	R	R	R		R						
WEIR, JOHN, NJ 908-996-4810	R	R	R		R						
WHALEY, KATIE, PA 610-444-1998	R	R									
WHEELING, KENNETH, VT 802-453-3759	R	R									
*WIKTOR, ANNE, VA 703-341-3466											
WILCOX, MARGOT, MA 413-528-4362	R		R		R						
WOOD, JOHN, MO 816-987-3932											
*WOODYARD, TOM, NC 704-894-5871											
WRIGHT, JUDSON, CA 916-652-7605	R	r	R		R						
YOUNG, EDWARD, NY 716-243-5426		R		R							

\* These officials have not yet renewed their licenses. Officials must not accept positions until licenses have been renewed. Approval will not be given or will be rescinded from a competition who contracts with an official who is not licensed by the ADS at the time of the competition.



## 1995 Issue of the Nationwide Overnight Stabling Directory and Equestrian Vacation Guide Now Available

Published Yearly since 1982, the "Original" Nationwide Overnight Stabling Directory & Equestrian Vacation Guide is now available. The 1995 issue contains over 420 listings of overnight stabling facilities and vacation spots.

**VACATIONS! VACATIONS! VACATIONS!** Many new wonderful vacation spots are featured in the 1995 Directory. Suitable for long weekends or a two-week vacation, the Directory/Guide provides horsemen with the information needed to investigate and plan a do-it yourself vacation. You and your horse can have it all with such vacation spots as: Bed & Breakfast Layovers, Wilderness Nature Trails, Mountain Retreats, Lakeside Campfires, New England Farms, Home-Cooked Meals, Full Service Resorts, Historic Landmark Homes, etc.

Overnight Stabling Accommodations vary from the most luxurious to very simple - a call to the stabler will answer your questions. The Directory includes state maps showing the interstates and appropriate location of the layovers, with enough information about each facility, including telephone number, to allow you to plot your trip with ease.

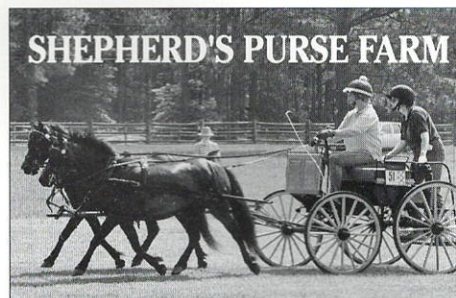
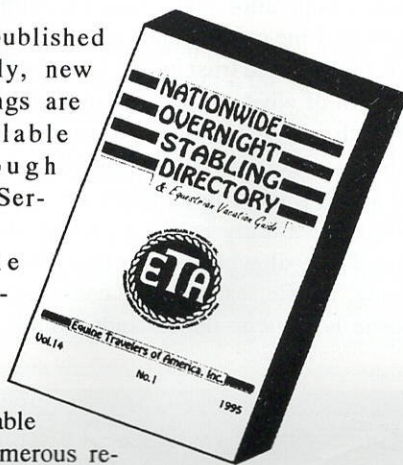
**Reservation/Information Service:** Through this service, customers can have their reservations made for them, they can get information (names & telephone numbers) for a one- or two- stop stop, or they can update their Directory during the year. As the Directory

is published yearly, new listings are available through the Service.

The Directory is available at numerous retailers across the country and many host stablers carry the Directory for resale.

Prices for 1995 are: \$26.95 plus \$2.50 handling for the Directory; \$19.95 for yearly access to the Service; \$39.95 plus \$2.50 handling for ETA Membership (Directory plus Service); \$20.00 per year to list in the Directory; \$36.95 plus \$2.50 handling to list and receive a copy of the Directory; \$47.95 plus \$2.50 handling to list and receive the Directory plus Service. (All listings are available through the Service as well as appearing in the Directory.)

Don't plan a move, trip or vacation without the "Original" Nationwide Overnight Stabling Directory and Equestrian Vacation Guide.



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## Date Changes for 1995 Weekend of Driving For Pleasure

The date for the 1995 Weekend of Driving For Pleasure has been changed from October 5-8 to November 2-5. The location will remain the same, Southern Pines, North Carolina. The reason for the change occurred because of a problem finding hotel accommodations for the October date, however those worried about the weather in Southern Pines in November need not be concerned, it should be comfortably in the 60s. Those who attended the ADS Weekend there in 1989 will attest to the comfortable climate.

Further information will be released as it becomes available.



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## Dressage and Driving — Trouble or Trust

by Susie Buchanan

Our abilities as trainers can be measured by the expression of our horses, both in their eyes and in their movement; and in the performance of our students, both in their attitude and in their performance.

Do we see discipline and fairness - or irrational inconsistency? Do we see calmness and understanding - or hysterical, erratic responses? Is there strength and flexibility - or weakness, stiffness and tension? Are demands progressive - or unprepared and unreasonable? Is there an increasing willingness to take responsibility

- or reluctance to focus on the job at hand? Is the horse confident in himself and his trainer - or shy, nervous and difficult? No matter which of several disciplines we practice, the principles are the same, and should run like a golden thread through our daily work.

Things take time, but "Perfection Paralysis" is a deadly rut: not going forward will eventually equal going backwards. To go consistently forward in training we need language with an ever increasing vocabulary - and ever increasing subtlety. Thus the building blocks of trust are put in place. These include; **AIDS** that are clear, calm and consistent, quiet aids in harmony with movement. **VOICE**: quiet, clear, firm or gentle - [but never whining or shouting!] **WHIP** - able to touch unerringly that part of the body to be influenced. **BODY** - [SEAT if you are riding] supporting your intent; secure and independent so as not to give double messages. **MIND** - clear intent; know what you want and reward generously. In general, it is important to concentrate on one thing at a time; i.e., only after the horse understands "halt" in it's simplest form is it fair to demand a balance, then square, then round,

then motionless halt. Too many demands at once will not compute. Keep it simple and clear. Cooperation and intelligent calm responses come quickly once the basic confidence in self and trust in you is established.

Much of what we ask demands physical strength, and not all horses are evenly strong behind - in fact very few are. Building physical strength takes time. However, strength without flexibility is not especially desirable. The goal, whatever our discipline, is a strong, supple, calm, keen, confident and elastic horse who understands his job and

To be accepted, our aids need to be acceptable. To be trusted, we need to be trustworthy. The more difficult the exercise, the more one needs to appreciate an effort in the right direction and to reward that effort generously. With very young horses, quite often, if something just is not there today, it may well be tomorrow; get into a battle over it and you'll have tomorrow as yesterday's baggage. The artist who works in bronze or clay can expect to find his work exactly as he left it the day before. We, however, have to recreate our "works of art" everyday, over and over again.

Horses are by nature, gregarious herd animals. In a sense, the trainer becomes the leader of the herd - even a herd of one! Certainly one needs the upper hand at times, but will it be by brawn or by brain? Will the result be TROUBLE OR TRUST?

Does the horse believe you? Does he believe he can perform the task at hand? A rider's confidence comes from knowing he can do the job and, like the proverbial bumblebee, from not knowing he can't—the



Susie Buchanan is an ADS Director from West Grove, Pennsylvania. Here she is driving Fred Whaley's horse at the Yellowframe CDE in 1994.

photo by Ann L. Pringle

with whom we are able to work in harmony - who becomes more beautiful as time goes by.

While control is vital to safety, we need to be honest with ourselves and realize that many "training aids", gadgets, etc. are really devices of control, crude substitutes for training. Thus stronger bits, martingales, violence or roughness and crude aids, often go along with hysterical reactions and a poor learning climate.

On the other hand - understanding and cooperation promoted by mental calmness allow for gradual development of balance, suppleness, strength and flexibility that are so desirable in all disciplines.

same for the horse.

It is not always possible and certainly not always desirable to train at the exact level of top performance, but we can cover all bases in practice and training. A world record miler does not practice the mile at world record speeds, but he does run a lot of miles.

Most people can recognize talent of varying sorts, but the art is to move it along. Keeping the balance between fitness, conditioning, mental preparation and sound, general management is the key. A student needs to be encouraged, held back at times, challenged, corrected and eventually "pushed out of the nest", to face the world, to take responsibility and ultimately to test his



talent and training in the chosen area.

One of the more difficult aspects of being a trainer is learning to fully recognize the kind of temperament one is dealing with. Temperament and intelligence have a lot to do with each other. The former will often change for the better as the latter develops. Conversely, if intelligence is sacrificed to subservience, the misinterpretation of submission, the temperament will tend to change for the worse. For example, the trainer asks his horse to walk through a little puddle in the path. The intelligent horse sees the way around as being more visible and safe, so he goes around it. The thinking horseman allows the horse to take the initiative, knowing that in a training situation there will not be a viable option. Because the trainer does not ask unreasonable questions, the horse, when

faced with a real "problem", i.e. jumping over a fence into real water, will trust his rider's judgment and go where he is led. This is not to say that one should not take advantage of spontaneous training opportunities along the way.

So, we see that submission -a willingness to cooperate carries with it the implication, indeed a necessity, that trust exists. A big part of trust is that the questions asked make sense to the intelligent horse who is physically and psychologically prepared to do what is asked.

The importance of painstakingly building an honest relationship between horse and trainer cannot be overestimated. We see countless examples of a truce at every competition, with horse and rider half-scared of each other. This relationship is not honest. In

order to avoid "resistance", the rider makes a deal and the horse learns to avoid the aids through negative training. Both become completely insecure. More often than not, these situations are evidence of training that is not honest or sympathetic.

It is always harder and more time consuming to fix a relationship than to do it right the first time, which leads to the next question. Is what you are asking within your own capabilities, or will the horse again be the victim of an unsympathetic approach?

We all do, and always will, make mistakes. Most people can get honest, intelligent help and owe it to themselves and their horses to do so whenever the need exists.

Horses are so amazingly forgiving! It is wonderful that where trust exists, they are especially so.



## Editorial

Occasionally I get wind of an undercurrent of discontent among our members. Fortunately it is a rare occurrence, but even these rarities get my attention and make me want to correct misassumptions.

With the exception of a small, paid staff, the American Driving Society is an association of Volunteers. I am proud of the fact that in my 8 years as Editor of *The Whip* 99.9 percent of the material published has been submitted by writers free of charge. Many of these are writers who command a fee from other publications.

When it comes to meetings and clinics, our members who have served as clinicians have been most generous. While the ADS *occasionally* is able to offer free meeting registration to those who agree to give a demonstration or a talk, never has the ADS reimbursed these people for travel or accommodation expenses.

When it comes to the clinics held to train judges on site at a competition, the clinicians expenses are often, *but not always* covered by the fees paid by the participants in the clinic.

I am overwhelmed by the generosity of our members. More than several have been steadfast contributors to our Annual Meetings, Organizers Clinics, Mid-Winter Meetings, Weekends of Driving for Pleasure, etc. No matter what part of the country the meeting is held, I can always count on certain people to be there, ready to work, contributing their expertise to inform and educate others. Certainly I recognize, and I hope that if the rest of the ADS membership does not, that they will, how much all our Directors,

speakers, clinicians, etc. contribute: airfares, car rentals, hotel rooms, meals, tips, materials and more. Not to mention rearranging family schedules and work vacations. Even those member who don't necessarily "work for a living" keep an eye on the \$\$ signs.

It is definitely not in our budget to pay expenses every time we ask someone to speak or help out at a conference or clinic. And in fact the travel budget for the staff was recently cut in half. We certainly would not think less of a member who had to decline an invitation because the location or other factors were too much of a stretch for the budget, vacation or family schedule.

If anyone who contributes to the ADS feels underappreciated, then I would like to take this opportunity to issue a blanket statement of appreciation to everyone who has and who will in the future give of themselves to advance the sport of driving by their participation at an official ADS function. There are so many of you who contribute *daily* that to write individual letters every time would require another full time paid staff member! It has also been my experience that you contribute not for personal rewards but for an unselfish desire to give something back to the sport from which you have derived so much pleasure and fellowship.

From my omniscient position here at my desk, I am fully aware of who has done what, how and where and, like an elephant, I *never* forget.

Thank you all.

- A.L.P.





## Profile On... *Barbara Chapman*

by Ann L. Pringle

*Residence: Windrush Farm, Metamora, Michigan*

*Family: Married to Frank Andrews, 2 boys, William and Ross*

*Occupation: Orthopedic Surgeon*

*Driving Club Affiliation: Metamora*

*Carriage and Driving Association,*

*Michigan Horse Drawn Vehicle Association.*

Mackinac Island or Acadia National Park. But she has been known to do just about anything that requires a horse and carriage, including surviving the Michigan Thanksgiving Day Parade down Woodward Avenue in Detroit for 2 years. When I asked her why, she answered, "because I was asked and besides, what else is there to do on Thanksgiving Day? One year I drove all the

Barbara has no particular preference as far as breed of horse or pony. She has driven Morgans because that's what she had, and now drives Haflinger ponies. She is looking forward to owning and driving Warmbloods as she follows her goal toward becoming an Advanced Pair driver.

Some might ask how she juggles a career in medicine, a family which includes two young boys and a husband who has a career as an attorney, and still manages to make it to 15 + competitions in one year. "I'm not that kind of doctor. I work efficiently and set hours." She often drives by moonlight around the edges of her fields, and gets up early in the morning; self discipline and goal setting have helped her succeed in all areas of her life.

With all the competing and training required, I asked her how she kept her ponies fresh. Variety in their training includes practicing dressage one day, cones another, some riding, and even liberty jumping in a pen. They always have a good attitude; maybe that's because Barbara does too.

Currently, she is driving Susie, 6 years old and Sheena, 7 years old and in foal. They drove in the single classes for most of the summer, but made their debut as a pair at the ADS Weekend of Driving for Pleasure in Acadia last fall.

An extension of driving, Barbara restores her own carriages. She can do remarkable things that most people send out to have done. "It keeps me from being depressed in the winter." A George IV now occupies the living room of her large Victorian farmhouse in Metamora. They have lived there for 11 years, and the living room still has not been furnished: "where would you put your wheels?" While she has a paint room in one of the out-buildings, in the winter she brings newly painted pieces inside to cure. She has no plans to put furniture in the room as it would ruin the drying process.

Frank, her husband, is tolerant of all this buggy business. His hobby is sailing, and occasionally Barbara must humor him by donning deck shoes and playing first mate. Frank does take the box seat once in a while.

In all these events, Barbara has done her share of winning, but has also seen the other colors of the ribbons. She says she doesn't care what color the ribbon is - she is tempo-



**...at the Waverly Farm Driving Competition, shown with an antique carriage she recently restored.**

*photo by Ann L. Pringle*

Barbara Chapman may be a blue ribbon contender for the most miles travelled to competitions during a given season. From her Windrush Farm in the beautiful Metamora Hunt country, she claims to have put 60,000 miles on her 2 year old truck which is used only to travel to driving competitions and drives. Knowing Barbara had attended quite a few competitions in 1994, even I was amazed at the totals: 11 or 12 Combined Driving Events, and 3-4 Pleasure Driving Shows. She also travelled to Acadia National Park with her pair of Haflingers to attend the ADS Weekend of Driving for Pleasure. She is a member of the Board of Directors of the Metamora Carriage and Driving Association.

Admitting that Combined Driving is her passion, (she does Pleasure Driving Shows only if there isn't a CDE to go to) Barbara really enjoys pleasure drives, particularly when they take place at a historic site like

way to Georgia to the Welcome CDE to get out of making Thanksgiving dinner!" (If you think she's a rotten cook, you're wrong.)

Barbara says she has been driving seriously for about 2 years, but actually she began when she was 9. With a harness that she bought from the Sears catalog for \$25.95, and a cart she made with her father which had shafts from an old corn picker, she trained her pony to drive and has been going ever since. She drove a Morgan stallion until she graduated from high school. With many brothers and sisters and some foster children as well, she was often on her own with her horses and ponies. "If I wanted to go to a show, I rode there, even if it was 20 miles. We won every Trail Class; my horse would go anywhere, even inside the corn crib! Asking it to get into a trailer with a saddle and bridle on was no problem." Then came a sabbatical until she was thirty for school, family and career.



rarily disappointed, but any color is okay. She has had some spectacular losses, like this past summer at her home CDE, Metamora, where she got the hat trick. She knew she was in trouble when her back was toward the judge when it came time for the rein-back; in cones, her reins got stuck between the floor boards and while using both hands and feet to release it, she missed a set of cones; in the marathon, Barbara and her navigator actually planned their route to go through a gate backwards!

I asked Barbara to comment about the sport in general. Like so many, she finds the support of the driving people remarkable, and has first hand knowledge of the difference between the driving folks and people in other disciplines. Having had to borrow a forgotten item from time to time, although reluctantly, she is very generous to others in the same boat. She is adamantly opposed to prize money and was against the issue when it was raised several years ago, competing strictly for the love of the sport.

Barbara attends every driving clinic she can, listens to everyone and says she can learn something from anyone, even if they are wrong. She will be taking part in an



...at the Indiana Combined Driving Event.

photo by Ann L. Pringle

Introduction to Combined Driving Clinic sponsored by the Metamora Carriage and Driving Association in April, and is a proponent of "mentoring" to encourage new competitors to take the first step. She doesn't regret starting out the way she did "jumping right in - I have a hard time doing things in

a small way" but would be glad to help make it easier for others to find out about her favorite sport.

If Barbara's enthusiasm for driving, combined in particular, is contagious, then I predict a membership explosion in 1995!



## ADS Price List

### BOOKS

#### Quantity

THE ART OF DRIVING	
by Max Pape	54.95
THE BEST OF THE WHIP	
by The American Driving Society	19.95
BED, BARN & BREAKFAST DIRECTORY	
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## Relaxation

by Heike Bean

Relaxation is the key ingredient of a happy horse, a safe horse and a good dressage test.

What exactly is relaxation? Let's take a look in the dictionary:

**to relax:** make less tense or rigid, to make soft and enervated, to relieve from nervous tension, to cast off anxiety, nervous tension.

**relaxed:** being at rest or at ease; easy of manner.

**relaxation:** the act or fact of relaxing or of being relaxed.

Relaxation requires physical and mental comfort. Any disturbance of physical well being and mental security will result in instant tension.

Physical comfort requires pain free and irritation free activity, mental comfort requires trust, confidence, security, adequacy of the body and mind to the task at hand.

Let us investigate these ingredients of comfort in a driving horse:

### **Pain free and irritation free activity:**

Purely physical: the body has to work in a proper way to facilitate the use of the appropriate muscles, the muscles need to be conditioned gradually and carefully, any overload leads to regression and tension. Correct dressage training intends to loosen and stretch the correct muscle groups. The various levels (Training through Advanced) address different stages in the development of the muscles. Omitting levels in training must therefore lead to pain and tension.

Equipment induced: any part of the equipment can induce irritation and/or pain. An especially thorough check should be made regarding bit - fitting and adequacy, fitting of the bridle, fitting of the collar, angle of draft (is too much pressure exerted onto neck or back?), weight of vehicle.

It takes only one poorly fitting piece of equipment to destroy comfort and thereby relaxation. We humans are very sensitive to ill-fitting clothes, to pinching shoes, an ill-fitting hat, and we can't concentrate on anything until we have alleviated the irritation. From our horses we expect that they tolerate everything we put on them, they have no right to feel itchy, constrained, irritated. If they try to let us know, we are very quick with punishment or more severe restraint, (flash nosebands, tighter nosebands, check reins, more severe bits, rougher rein aids etc).

### **Trust**

Trust gives peace of mind. When trust is lost, the body is in a continuous state of defense and possibly in a flight mode. A driving horse needs to fully trust his driver and his immediate work surroundings. He can only trust if the demands of work do not create confusion, pain or discomfort. He can only trust if he feels in his driver strength, superiority, good will and confidence. He

*"I often hear the phrase 'the harder I try, the tenser he gets'. How much intelligence does it require to realize that the horse is trying to tell you something, that he is confused, insecure, in pain, incapable?"*

can only trust his surroundings, if they do not do any harm to body and mind. He can only trust if it fully understands what is asked of him.

### **Confidence**

Confidence develops out of trust. If the horse can trust his driver, if he feels taken care of all the time, if nothing hurts and if he understands exactly what is required he will become confident. Every let down on the part of the driver (inappropriate punishment or demands, rough or unknowledgeable rein aids etc.), or any accident in which the horse gets hurt or frightened will ruin trust and thereby confidence.

### **Security**

Once a horse trusts and feels confident, he will also feel secure. This secure feeling is what we need in order to achieve good

training results. No human can give his undivided attention to another human unless he feels secure, and no learning can take place without the comforting feel of security. Why do we pay so little attention to this fact? Don't a horse's frightened eyes and their tense bodies speak volumes about their anxieties, fears, discomfort? What does it take for us to realize that we have to pay more attention to their basic physical and mental needs in order to succeed in what we hope to receive from them?

One of the main purposes of dressage training (which translates into gradual and progressive training of the horse's body and mind) is the establishment of this relaxation and security. It is very disturbing that there are a number of trainers and judges who feel that dressage training is overrated and not even necessary.

### **Adequacy of the body to the task at hand**

Some equine bodies are built better and stronger than others, some are more suitable to move loads than others, and some are more able to conform to our requirements than others.

Therefore we cannot expect of every horse to be able to do what his stablemates can do, and even the best training will be limited in some horses due to their conformation. We know from our own human experience how frightening and frustrating it can be when our body does not feel adequate to the job at hand. Why would our horses feel differently about this? So asking a horse's body what it can't do must automatically lead to tension.

### **Adequacy of the mind to the task at hand**

Some horses just do not have the mental ability to relax in harness. No matter how much time and patience one spends they just cannot feel comfortable with the touch of the shafts, the noise and weight of the vehicle, the restriction. It is best not to drive such an animal since it will never be fully trustworthy.

From the above, which is by no means complete (one probably could write a whole book about it), one can clearly deduce that there are countless reasons for a horse to be tense and it requires a competent, attentive and compassionate human being to make work conditions acceptable for the horse.

I often hear the phrase "the harder I try, the tenser he gets". How much intelligence does



it require to realize that the horse is trying to tell you something, that he is confused, insecure, in pain, incapable?

It may be of course that you don't care about the ethical side of it, which is, that the horse is a living being like you and me, that he suffers when his body and mind are in turmoil.

If you do care on the other hand, it is up to you to find out the reasons of your horses' tension and discomfort, to reevaluate every piece of equipment as well as your training regimen, to have his body checked for unsoundness (chiropractic and acupuncture is often a better route than standard veterinarian evaluations) and to analyze his mental capability.

I believe we are all in this sport of carriage driving because we love our horses and enjoy the camaraderie and mutual trust that it takes between two totally different living beings. And I believe that most of the misunderstandings between a horse and his driver are based on lack of knowledge and ability to observe on the part of the driver.

On the other hand, if the relationship is right, there is nothing more rewarding, satisfying and fascinating than the feel of a horse's mouth that responds to the slightest aids and understands a great multitude of commands

*"We expect our horses to tolerate everything we put on them, they have no right to feel itchy, constrained, irritated."*

that are merely conveyed by hardly perceptible tugs on the reins.

A relationship where the bit is not the actual means of control but merely a symbol and a tool for communication.

Yes, it does take time and patience, lots of it, to teach a horse this understanding, and impatience is certainly one of the foremost human traits. If we just would put ourselves more into the shoes of a horse, maybe we would be more understanding. Don't we demand for ourselves sufficient time to learn a new skill, we the intelligent and superior beings who can reason and think? Doesn't it seem to take us sometimes forever to learn or understand something, even with a good teacher? Why are horses different and how many of our horses are lucky enough to have skilled and experienced teachers?

We as drivers, owners and trainers owe it to our horses to educate them in the best and fairest way, which happens to be the intention of correct dressage training.

Our judges owe it to our horses to reward relaxation in a dressage test and severely punish tension, as it makes good and fair training impossible and keeps the animals in a constant state of confusion, irritation and discomfort.



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## The Well-Travelled Driving Horse

by Ann L. Pringle

It is a pleasant but extremely rare treat when a driving competition, pleasure drive or Weekend of Driving for Pleasure does not require several days of planning and packing and at least several hours on the road with truck and trailer. I talked to several members who have had a significant amount of expe-

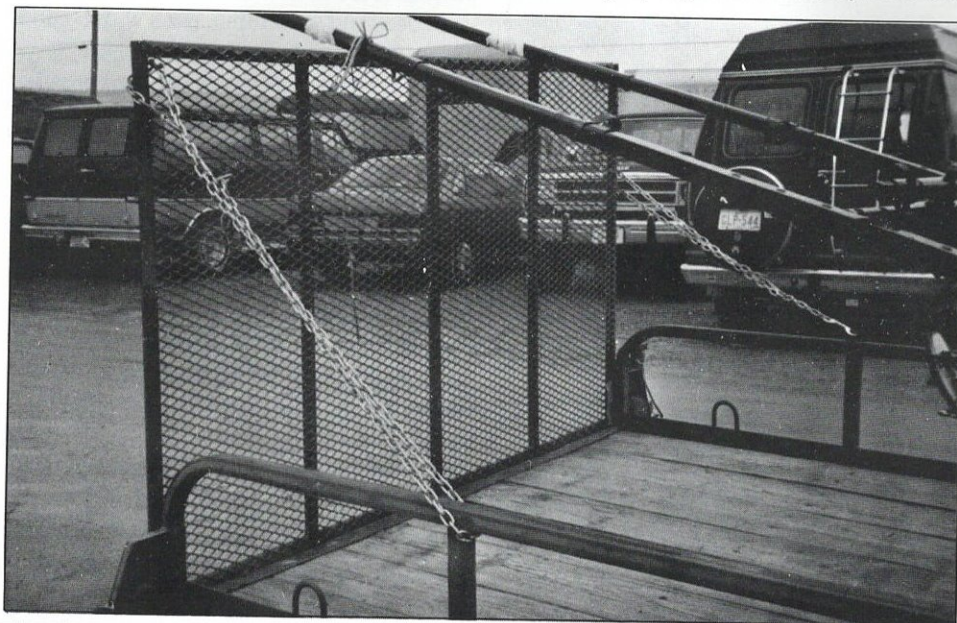
distances. So it almost seems too simple to remind you to make sure your truck and trailer are ready for the trip. Check the wheel bolts and bearings for proper adjustment and grease. Check the brakes, lights and inspect the tires for any wear. The towing vehicle should be properly maintained all year round.

Make sure the trailer plug connections are working so that when you hook up your trailer for the trip you don't find out that you don't have trailer lights. Don't leave this inspection until the day before or you may find you will have to delay your trip while the truck or trailer is in the shop.

Most of our travellers just stuck to the basics as far as special equipment for the trip, muck buckets, brooms, rakes, etc. Several suggested watering the hay in the hay nets and taking along jugs of water from home. This is also very important "insurance" in case you do have trouble on the road.

Car phones are a piece of safety equipment that you should consider now that they are becoming affordable to the masses. Don't pack your first aid kit (horse and human) so deeply that you can't get to it should the need arise. Things like Betadine, scissors, vetwrap, bute, etc. should be included.

Hardy Zantke says that his horses do not like to drink during the trip nor do they like the taste of foreign water. He uses a tip from Bill Lower which is to feed beet pulp with a lot of water. Add enough water to make it a slobbery mess and soak it for a few hours (or if it is in pellet form, overnight). Get them used to eating this at home and then feed it



**This is obviously a trailer built specifically for carriages, loaded and ready for the trip home from Martin's.**

photo by Ann L. Pringle

rience on the road with horses, ponies and carriages plus equipment. Hardy Zantke from California made several trips across the nation while trying for a spot on the American team in 1993. Barbara Chapman from Michigan competed with a single pony in 1994 and was seen as far south as Ocala, Florida, as far east as Gladstone and as far north and east as Acadia National Park, Maine as well as many points in between. Bill Putnam was the man responsible for taking Cary Kennedy, now of Southern Pines, NC around the eastern United States with her four-in-hand of Connemara ponies and park drag for many years to the top pleasure driving competitions and ADS and CAA conferences. Pat Kimura and Natasha Grigg have each done their share of competing throughout the years logging as many hours over shorter - 1 day or less - hauls.

Being well prepared and organized cannot be over-stressed. Breaking down on the road is one of the worst fears of anyone who has driven trucks pulling horse trailers even short



**A little Governess Cart fits easily in the bed of a truck. Some padding on the shafts where they rest on the truck would be a good idea here.**

photo by Ann L. Pringle



throughout the trip. The beet pulp gives a little nutrition and will add a little weight, which is not all bad, as many horses lose some weight during a long trip. The horses love the sweet taste. This also helps to acclimate them to the new water source.

Either stick to your regular feeding routine before travelling or, if you are embarking on a long trip, do like Hardy does and make the change gradually over a period of days before the trip.

Many travellers like to take their own hay for the trip, but this is often impossible due to space restrictions.

It has been my experience at the ADS Annual Weekend of Driving for Pleasure that about two thirds bring their own hay to last for as long as they are away from home.

All of our travellers use shavings to bed the trailer. Shavings serve two purposes: to absorb moisture and to provide some degree of cushioning without being slippery. The larger the flakes, the less dust is produced. The Zantkes make sure to pile the shavings up between their horses' legs to absorb urine before it has a chance to spread to other parts of the trailer and get things wet.

The question of whether or not to use sheets or blankets depends a lot on the weather. Most of our travellers did not cover their horses unless it was very cold. Ventilation is very often inadequate and the horses themselves will generate heat. A light sheet may help keep them clean from dust. It pays to monitor the temperature inside the trailer during the trip; if you start out early on a cool morning with a blanket or sheet, check under the blanket at every stop to make sure the horse is not sweating underneath. Horses benefit from fresh air, but too much draft, unless it is a very warm day is not good, plus it adds to the dust from the shavings.

Taking some time to study the map also

pays off in the long run, especially if you have to drive through large cities. Leaving an hour later in the morning may actually save time if it means avoiding rush hour in a major city. It will also cut down on the stress for you and your horse. Plan in advance whether to take the by-pass or drive through the center of the city.

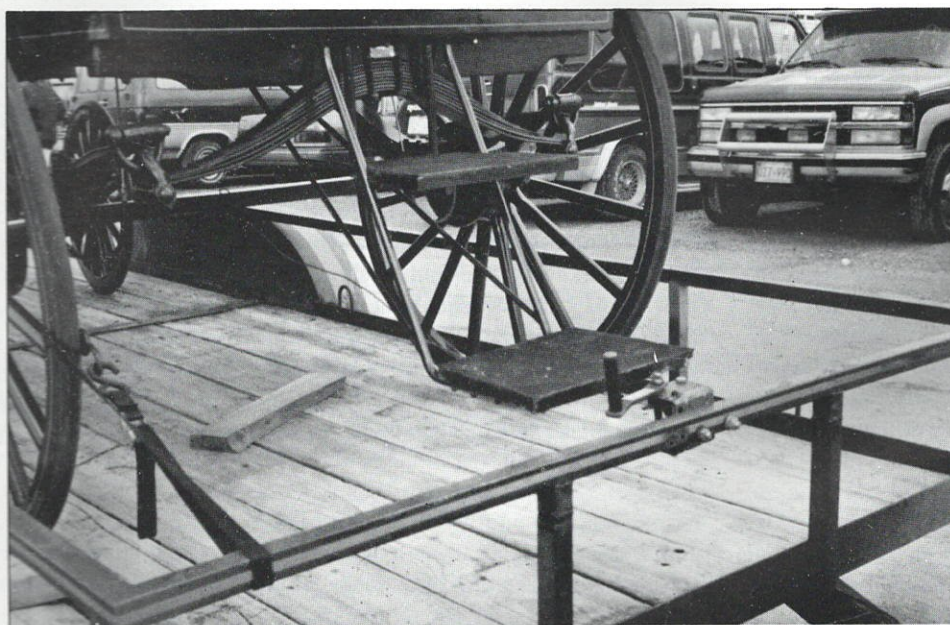
If your trip is long enough to consider an overnight stop, you have several options. Barbara Chapman stops at a motel for the night. She re-wraps her ponies' legs and lets the ponies spend the night in the trailer. As

the gas pedal but maintain a smooth ride. Ease on and off the brakes. Others travel at or below the speed limit, depending on traffic and try to stay in the center lane on the freeways.

Once you have arrived at your destination, all our travellers agree that the horses and ponies need some time to rest before going to work. How much time depends on the length of the trip. Often you will arrive toward the end of the day, and it would be logical to let them rest overnight in their

stall. If you arrive early or mid-day, they need a few hours to relax and then start with light work.

The part of this article that separates our readers from other equestrian travellers has to do with the transportation of the carriage. This can be a major problem. For most single horse and pony drivers, the carriage will fit in the bed of a pick-up truck without requiring any disassembly. Taking a carriage apart has pros and cons, the pro is that you can make it fit in the space available, the con is that you



**If you look closely, it appears that a winch of some kind was used. Notice the strap on the left wheel—be careful not to put too much pressure here. Pieces of wood can easily be nailed to the floor to keep the wheels from rolling.** photo by Ann L. Pringle

she has a large stock trailer, she believes that the ponies are more comfortable there than in a strange stall or pasture. She does put a lock on the trailer overnight. The Zantkes have made enough coast to coast trips that they have regular stops for overnight. Hardy says amazingly the horses even remember where their stalls were a year ago! The ADS Bed, Barn and Breakfast Directory is one source for overnight accommodations, as is the Nationwide Overnight Stabling Directory and Equestrian Vacation Guide. (See article in the News section of this issue).

Our travellers do not suggest taking the horses out of the trailer during the trip unless absolutely necessary, during an emergency, of course, or for overnight.

Speed is not as much of an issue as is smoothness. Some of our travellers really hit

may not be able to put it back together easily. Barbara Chapman puts her carriage in the rear compartment of her stock trailer. Hardy's horses ride in the back of their trailer with the carriage in the front, separated by a solid divider door, thus keeping dust away from the carriages and harness. Make sure you leave an escape route; in case of emergency you don't want to have to unload your carriage and equipment to get to your horse.

If your vehicle is heavy or you normally have to load it without help, an electric winch can be a great help.

Of course, ramps are essential and an endless variety can be seen at any driving activity. They must have a little lip on the outer edges or a groove in the center so that the carriage will not slide off. Parking the truck on the downside of a slope will help



## Feature

decrease the angle, which will decrease the effort if you are pushing or pulling without the help of mechanical devices. Pat Kimura has a pair of folding aluminum ramps which were a Christmas present from her husband. They were purchased from Sam's and their original purpose was for loading lawn mowers or motorcycles.

Protecting the carriage during the trip is a constant challenge. Many neophyte travelers have found out the hard way that too much care in padding and protecting their carriage can result in a ruined paint job. Bungies are wonderful, but never put them on a painted surface. Some harness shops, like Smuckers, used to sell nylon straps with sheepskin like padding. Foam padding also works well. Natasha Grigg believes the ratchet style straps are stronger and safer. Bungies always seem to be too long or too short for the job, requiring extra wrapping or superhuman strength to stretch them one inch more.

Attaching the straps, whatever kind you use, to the floor of the truck or trailer is the best to eliminate bounce and prevent stress from the side if straps are attached to wheels and shafts. Bill Putnam, who has restored

more carriages that he can count, recommends fastening straps only to the painted metal parts of the carriage - axles, springs - so even if a little paint chips, it won't be as noticeable. It's a good idea to take along a little jar of black paint and a fine brush to touch up.

Never cover the whole carriage with a tarp, piece of plastic or blanket. The wind will cause the material, whatever it is, to beat the paint off the carriage. Accept the fact that you will have to clean the carriage upon arrival at the activity.

Lamps, seat cushions, wedges and anything else that is not permanently attached to the carriage are best packed away safely. If fabric cushions cannot be removed, you can cover them with plastic, taping or tying it securely so it does not flap.

Shafts and poles may fit under the carriage in the truck, or can be hung on the inside of the trailer (not on the side the horse is on, of course). Don't forget the lead bars!

Beware of low branches when driving along narrow country roads, especially if your carriage is higher than the cab of your truck.

Check to make sure that no nuts or screws

have loosened during the trip.

Many people like to pack their harness and smaller equipment in trunks which can be easily carried into the stabling area and left outside of your horse's stall. Rubbermaid has some wonderful plastic tubs in thousands of sizes. These are great because they can sit on the damp ground without danger of absorbing moisture (or urine in the trailer). One drawback is that the tubs cannot be locked like a trunk and the lids have a tendency to blow off if they are in the bed of a truck. Rubbermaid also makes plastic trunks which offer the advantages of both. Developing a system so that you know where everything is is essential and will also reduce your stress, especially at a competition. It's not a bad idea to tape a list of contents on the top of each trunk/tub. Barbara Chapman was on the road so much during the 1994 season that she immediately cleaned and re-packed everything when she got home and was ready for the next trip.

As driving gradually increases in popularity, hopefully we will someday find enough activities close to home so that long distance trips are the exception rather than the rule. But for now - happy travelling!



## Safety

### An Accident That Did Not Happen

by Audrey Bostwick

The Pleasure Driving Show took place on a hot day in July and attracted a goodly number of exhibitors. Among them were some neophytes who we gladly welcomed to the world of carriage driving. At the conclusion of the ring classes, horses and drivers were relaxing before the marathon. One of the inexperienced drivers had his quiet, mannerly quarter horse put to a four wheeled wagon and had parked the rig dead center of the show area where all foot, horse and motor driven traffic passed by.

As I came along checking marathon entries, I noticed that the driver had removed the bridle from the still put-to-horse

and had hung the bridle on the saddle terret. I quickly approached him, told him of the inherent danger of his action. "Oh he won't go anywhere. He's used to standing without his bridle on trail ride rest stops." The driver returned the bridle to the horse's head at my request which merely interrupted the horse's nap. The exhibitor honestly did not know the rule nor did he realize how he was endangering not only his turnout and himself, but all others on the grounds. Of course, he was eliminated from further competition that day.





## Feeding the Competitive Pony

by Patricia Kimura

As I was browsing through some British horse magazines this past winter I started to notice many different advertisements for feeds formulated specifically for ponies. Out of curiosity, I called some major feed companies here in America to find out if anything similar was available. The response was the same from each national company. They had no prepared feeds or guide lines for feeding ponies.

I have owned ponies since I was a very small child growing up in Scotland. My friends and I spent every available minute riding, jumping, hunting these wonderful little ponies. Pony Club was our main source for instruction in those far off days. Although I remember the fun, I don't remember having to feed anything other than pasture. Worming was unheard of. The local veterinarian would always recommend using linseed mashes and a wine glass of linseed oil to enhance condition and coat. Occasionally we would ride our bikes down to the local feed store and purchase a pound or two of "Layers Mash" - a strange green stuff formulated for laying hens! The ponies just loved it but never an egg did we see!

My current ponies, Welsh and Welsh crosses, enjoy a diet of sugar beet pulp, corn & "Athlete" supplement in a complete feed made by Purina for competition horses. I only feed approximately 1 1/2 lbs per pony per day along with good grass and timothy hay. The ponies are turned out most of the time on very hilly land to graze. The grass is never lush or rich so I don't have to worry too much about founder. The hills seem to keep the ponies very fit so conditioning them is quite easy.

I was curious to find out what other pony people were feeding to keep their "little athletes" in tip-top condition so I called ADS members in various regions of the USA and asked how they were doing it. I think you may find their regimes quite interesting.

### Barbara Chapman, Michigan

*Haflinger, 13.2 hh, mainly Combined Driving.*

Barbara feeds 4 lbs of a custom blend sweet feed twice a day and first cutting alfalfa hay three times a day. When a richer second cutting hay is available the grain ration is considerably reduced. In the off-



**Barbara Chapman driving Susie.**

*photo by Ann L. Pringle*

season hay only is fed. Electrolytes are fed as required. Worming is every six weeks and wormers are rotated. Salt blocks are always available.

### Suzy Dallow, Colorado

*Welsh, 12.1 hh, mainly Combined Driving.*

Suzy feeds good grass hay and Purina Horse Chow 100. As their part of the country is low in calcium a special vitamin supplement is added to the feed. Before a marathon Suzy adds some oats to the pellets along with some bran. If the weather is hot she will make a bran "slurry" with oats, electrolytes and water. If the conditions are especially humid the ponies will be given electrolyte paste prior to the marathon and sometimes at the vet check. Calf Manna products are used for extra bloom and sheen.

### Peggy Elsaesser, Ohio

*Welsh/Arab/T.B. cross gelding, 13.1 hh.*

"Grey Cloud Highland" receives a diet that supplies the missing nutrients in his pasture. Peggy consulted with the local Co-operative Extension agents to find out the best formula and now feeds Tiz-Whiz 12 pellets, 1 cup morning and evening. Good timothy mix hay is fed also. Grazing is limited to 2 hours a.m. and p.m. with the rest of the day spent in the "diet pen" (a paddock with little or no grazing to control pony "tummy bulges"). Trace minerals and salt are always available and Peggy provides electrolytes prior to an event and for 2 or 3 days following it.

### Marley Beers, Virginia

*Fjord stallion, 13.3 hh. Combined Driving, Pleasure, Stud Service.*

When getting ready to compete Marley feeds her pony 1 quart of 10% sweet feed in the morning and again in the evening. To combat any anemia problems sometimes

associated with Fjords the feed ration is supplemented with Red Cell with iron and copper. 2 flakes of alfalfa/orchard grass is fed and the pony is put out to pasture for about an hour a day and then into the "diet pen". Grain rations are cut back in the off season. Blood testing is done annually. Worming is every three months. Botulism and rabies shots are also given. Marley pays great attention to her pony's condition and makes the necessary adjustments to keep him in top shape.

### Janis Malaznik, California

*Section B Welsh, 12.1 hh - 13.1 hh. Combined Driving, Pleasure.*

Janis' ponies are fed a sweet feed with alfalfa and molasses meal in just the right amount to keep a bloom on them. They are fed twice a day and the hay of choice is alfalfa although Janis cannot always get just what she would like due to the whims of the hay merchant! She buys the best available at the time. Strongid -C is fed daily to combat intestinal parasites and Janis finds that the ponies maintain better condition on less grain with this method of worming. Supplements are not used unless a special blood test is done on the ponies to rule out any thyroid problems.

### Claudia Cordeiro, Rhode Island

*Welsh type mare, 12.1 hh Preliminary CDE's.*

This fine pony receives 1/2 lb. oats morning and evening along with Source, vitamin E & selenium supplement, and good grass hay as required. She is a very easy keeper and has wonderful hooves. In fact, this pony has never been shod! Claudia worms every eight weeks and has the pony's teeth checked twice per year.



**Claudia Cordeiro, driving Ariel, a Grade Welsh type pony.**

### Bernadine Karnes, Michigan

*Fjord ponies. Showing, farm work and stud duties.*



# Feature

Bernadine tailors her feed program to suit the individual pony. Basically they are fed 4 times a day with whole oats and ear corn. Hay is a mix of clover and pasture grass but straight alfalfa is never fed as it is just too rich for Fjords. Bernadine uses a supplement called Penwoods Supreme with vitamins and minerals. Because of the rugged Norwegian conditions that the Fjords are used to Bernadine is always aware of the risk of founder if the ponies get too much rich grass or fodder.

## **Peter Lofgren, Washington**

*Section A & B Welsh ponies, 12.2 hh. - 14 hh, Combined Driving.*

Local hay, 7 lbs per day, is the mainstay of the Lofgren ponies' diet with some alfalfa added when they are working harder in the summer. Grain is a sweet feed, "Top Gold" by Purina and hoof conditioner and "Dynamite Vitamins" are added to that. Each pony receives a different amount but never more than a coffee cup of grain per day for maintenance and two cups a day for heavy work. Hay is fed twice a day but grain only once. Peter worms the ponies every 90 days and has them wormed by the vet on an annual basis when they receive a routine check-up. Electrolytes are not used routinely. A rigid routine is adhered to even when traveling to and from shows.

## **Natasha Grigg, Massachusetts**

*Section C Welsh, Welsh/Arab Cross.*

Natasha is currently competing with a pair of Welsh ponies of cob type. These are older



**Natasha Grigg driving Phoebe and Dancer.**

*photo by Reflections of Killington*

ponies but a young pair of Welsh/Arab crosses are waiting in the wings. Natasha's ponies always have good marathon times and no vet box troubles. She believes in steady, consistent exercise but nothing too boring. The ponies are turned away in the winter and picked up slowly in the spring.

Good, quality food is essential. Hay of choice is a grass, orchard, timothy mixture with no alfalfa. Grain is a 12% sweet feed but only fed a handful at a time. Salt and trace mineral blocks are always available. Electrolytes are not fed as both Natasha and her vet feel that they are not necessary when a well balanced diet is fed. The ponies are wormed every four months using Ivermectin, Bendazole and Strongid-T. A fecal count is done between wormings to make sure all is well.

## **Barbara King, Ohio**

*Haflingers, 14 hh, Combined Driving.*

These Haflinger ponies get 1 lb of sweet feed with oats morning and evening plus alfalfa and grass hay. A small late night feed is given around 11 p.m. when Barbara does her rounds of the barn to make sure everything is fine. Because of the Haflingers'



**Barbara King, driving Ansly**

*photo by Ann L. Pringle*

more rugged Austrian heritage Barbara finds it better to feed less grain and more hay. Barbara enjoys her ponies so much that she may have to stop breeding them - just can't bear to part with the foals!

## **Peter Morin, Vermont**

*Hackney ponies, 12.2 hh-12.3 hh, Combined Driving, Pleasure.*

The Hackney ponies are fed a 10%-12% sweet feed - up to 2 quarts a day if the competition schedule is hard. They also get timothy grass hay and selenium & vitamin E supplements. Worming is every 8 weeks using a rotation of Ivermectin and Strongid. Annual blood tests and profiles are done on all the ponies. Flu and Rhino shots are boosted every two months during the show season. Peter likes to give electrolytes in the feed and also loose salt in the feed. If the weather is hot and humid and the terrain at the event is heavy-going or hilly, Peter will have the vet administer intra-venous electrolytes 4 or 5 days prior to the competition.



**Peter Morin, driving Cassilis Last Chance, a Hackney Stallion.**

*photo by Phaneuff/Gurziel*

## **Mary Nygaard, Florida**

*Fell ponies, 13.2 hh. - 14 hh, Combined Driving, Pleasure.*

The Nygaards have to be extremely vigilant in their feeding of the Fell ponies as there is a definite 'culture shock' between their native English hills and Florida's lush, tropical climate. Too high protein in the grain or hay can easily cause problems with gas colic. Alfalfa and timothy are never fed but 1 flake of coastal hay, low in protein, is fed twice daily. Grain is a 12% sweet feed and a quart is fed morning and night. On



**Lomogt Samson**

*photo by Paul Schmidt, Venice, FL*



Monday, Wednesday and Friday a soupy bran mash is fed to combat the sandy conditions in Florida. For the same reason a generic brand of Metamucil is fed every Wednesday morning. Peanut oil is added to the feed along with a 1 oz. scoop of Clovite to keep the Fells' coats gleaming. They are turned out early in the morning to prevent sun-burn. When the pasture is lush the ponies are restricted to 30-45 minutes grazing.

## Muffy Seaton, Virginia

*Dartmoor ponies, 12 hh - 12.1 hh, pair & four-in hand.*

Muffy feeds her Dartmoors (lovingly referred to as "the fleas") good timothy/alalfa hay and just enough 10% sweet feed to mix with the supplements Source and Mirro-



Muffy Seaton driving "the fleas"

photo by © Ronni Nienstedt

coat. If the weather is extremely cold in the winter then the grain ration will be increased slightly. Electrolytes are not used routinely but will be added to the feed or water when conditions are very humid. Muffy doesn't

increase the grain when conditioning the ponies or working them harder as the Dartmoor ponies maintain their fitness levels well.

I hope you enjoyed this cross-country trip visiting ponies and their owners. I'll leave it up to you to decide what regime is most suitable for your own pony athlete. It seems to be that the answer to good nutrition is all things in moderation and always being aware of the fact that ponies cannot tolerate the higher protein rations that the horses need to compete. It was for this reason that I concentrated on the recognized pony breeds and didn't cross over to "short" Morgans or Arabs as their metabolism is probably quite different.



## Book Review

### Judging Carriage Driving

by Sallie Walrond

Published by J.A. Allen

paperback, 116 pages

Available from The American Driving Society, \$20.00.

There you are, sitting in your most comfortable chair, relaxing after dinner, talking with one of the guiding lights of the carriage driving community. This is exactly what reading Sallie Walrond's new book **JUDGING CARRIAGE DRIVING** is like. In her personable and subtle writing style she generously gives both judges and competitors the inside scoop on the dynamics between the competitor and the judge. It is invaluable to judges because it is a how-to book of her insights and thoughts as a judge. It is unique for competitors because it gives them an understanding of what is going on in the judge's mind, and it is a detailed look at the entire judging process.

Mrs. Walrond has given judges a map to the mine field of judging. Some pitfalls to be avoided, she explains, are not to park in the exhibitors area or even to move about in the stabling area because "exhibitors who suddenly become friends may take this opportunity to chat...about their most recent wins." A judge should have a copy of the schedule in order to keep abreast of the delays, other points in the time table or awards, but remove it from the program or prize list so that it would not appear that you, the judge, were referring

to anything that looked like a list of entries. She stresses over and again the importance of the manner in which the judge conducts himself. She says, "due to the tremendous amount of work and expense a competitor puts into a turnout...it is unforgivable for a judge to hardly glance at a turnout that is obviously of a lower standard than all of the others."

A competitor will learn from this book much about judging. For example, a judge "must judge what he sees, not what he thinks that he would see were the animal to go properly" on another day or with more schooling. Another invaluable tip to the competitor is how a judge often forms an initial impression. "The horse or pony (or turnout) that eventually becomes the winner will probably be the one, that, as soon as it came into the ring, almost said to the judge 'look at me'." Also, a judge never forgets any lapse of good manners from any competitor that he has ever judged...these names remain engraved on the memory (of a judge) forever."

I've had a lot of experience with carriage competition, being a competitor, a judge and a show organizer. I've personally benefited from Mrs. Walrond's willingness to share her knowledge. This book holds so much of her warm sense of humor, anecdotes and quiet manner, reading it was reminiscent of conversations I have had with Mrs. Walrond over the past decade; reading this book was like visiting with her once again.

- Peter Morin





# Combined Driving

## CDSGKC Successfully Completes 7th CDE

by Mary Loy Brown

Early October's moderating temperatures provided a near-perfect climate for the Carriage & Driving Society of Greater Kansas City's seventh annual Combined Driving Event, October 1 and 2. Rains the week

years, up some rugged, wooded hills, through open fields and along the shoreline of Longview Lake with its resident population of Canada geese.

John and Chi Chi Wood, past event orga-

design the cones course and with Chi Chi helped prepare the marathon. An expert scorer, she also volunteered to score, keeping that area running as smoothly as ever.

Presentation judge Bev Cathcard emphasized safety in harnessing and attire, especially the use of helmets. She paid special attention to Training Level competitors.

After hearing dressage judge Larry Poulin say that to be really competitive in major competition a driver needs a score in the thirties, three competitors made the grade.

Kathy Palmer, Plattsmouth, Nebraska, driving her 10.3 POA Big Bad Burt turned in the best test over-all with a score of 32.9 at Training Level Test 4. Jim Hadorn, Broken Arrow, Oklahoma, had a 35.0 with his Morgan Kendalwood N Deed. Jennifer Sullivan from Wichita, Kansas, competing in her first CDE, scored 39.3 with Candy Cane, an Appaloosa.

Jim Hadorn went on to win Training Single Horse with a clean cones round and just 14.4 penalties on the marathon.

This year we had the first junior competitor to compete in Kansas City. Twelve-year-old Leah Neal, along with groom/navigator/dad Greg Neal drove her Morgan mare Barrister Mandolin to win Training Single Ponies decisively. Her mom, Mary Neal, driving her Morgan Edgewood Bethany, didn't



**Vic Vickroy in "The Goose Bath," on the way to winning Best Marathon. Vic and his Morgan pair, "Flame" and "Doctor" also won Open Preliminary Pairs.**

photo by Carol Haantz

before had softened the hard ground of summer and filled water crossings.

The barns at Longview Horse Park began filling early with twenty-two entries from Colorado, Wisconsin, Nebraska, Illinois, Kansas, Iowa, Indiana, Oklahoma, Missouri, and Canada. When they picked up their packets from Secretary and Co-Organizer Mary Loy Brown, each competitor received a "carrot bouquet" compliments of CDSGKC's Peggy Baldwin.

A festive yellow and white striped tent provided by member/competitor John Lang served as a central gathering place. Hospitality chair and chief snack maker Rosemary Schrepfer decorated the area with a scarecrow, pumpkins, mums and cornstalks.

Co-organizer and Clerk of the Marathon Bill Shaffer took TD Wayne Kramer and President of the Jury Larry Poulin for an inspection of the marathon course which he and his crew had been working on for the previous two weeks. With the exception of a new loop added to section E, the course followed basically the same path as previous

nizers, took a much deserved break from those chores. But John still volunteered to

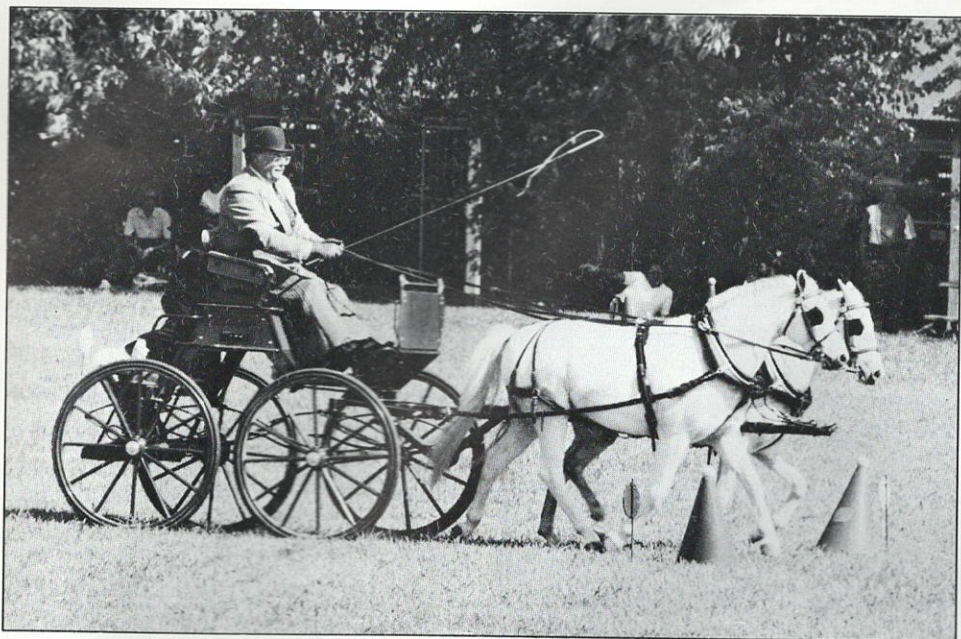


**Twelve-year old Leah Neal negotiating the "Tire Towers" obstacle on the marathon with her Morgan mare "Barrister Mandolin," winner of Training Single Ponies.**

photo by Carol Haantz



# Combined Driving



Oklahoman Paul Stewart with his Welsh pair, "Angel" and "Rocky," on the cones course. They went on to win Limit Preliminary Pairs. photo by Carol Haantz

do badly either. She took a second in Training Single Horse.

Limit Preliminary Multiple driver Paul Stewart from Ponca City, Oklahoma turned in a score of 41.5 in dressage and just 71.6 penalties on the marathon to win the class with his pair of Welsh ponies Rocky and Angel.

Excitement rose when Open Preliminary Pairs hit the cones course. The fastest time of 2:48 went to Klaus Biesenthal, Maple Park, Illinois turning in a clean round with his pair of Belgian Crosses, Clancy and Cavell. Right behind was John Paulsen, from Manitoba, Canada, driving his Standardbred pair Mimi's Cameo and Shari's Treasure to a

time of 2:50. But John picked up ten penalties in the process.

Vic Vickroy and his Morgan pair from Colorado, Flame and Doctor had a clean cones round in 3:04. With an impressive dressage score of 40.8 and just 59 penalties on the marathon, Vic went on to win the class.

A genuine Kansas City barbecue dinner on Saturday night hosted by Terry and Janet DeFraties gave everyone a chance to get together informally and hash over dressage scores and marathon strategy. A silent auction coordinated by June Miller and Parnell Baldwin proved to be a big draw, especially a limited edition Breyer model of a driving horse.

Volunteers, always a key to a successful event, turned out in enthusiastic numbers again this year thanks to coordinator Lane Holcomb. Many appreciated the club's extra efforts toward hospitality and information to those new to the sport.

Particularly well received was Bill Shaffer's offer to take any interested volunteers on a drive over the marathon course. The CDSGKC hopes to encourage increased interest in CDE's by helping people understand more about what is expected of both horse and driver.



## Combined Driving Forum

*Question: When Does "Outside Assistance" Not Incur Elimination?*

*We received the following letter from Diane Kern of Tarzana and asked Holly Pulsifer, "R" Combined Driving Technical Delegate, for her response.*

"A recent accident at a CDE got me thinking about the bug bear we have made of the ban on outside assistance.

"A hame strap broke in a marathon obstacle and was quickly repaired. Neither the driver or the groom noticed that the shaft had slipped out of the tug and was only being held up by the trace carrier and breeching strap. On the next sharp turn the carriage overturned when the shaft pulled from its tenuous position and fell to the ground. The horse fell with the driver being thrown clear while the groom landed underneath the upside down carriage.

"Fortunately no one was hurt but the accident could have been prevented if the volun-

teer official and bystander who saw the misplaced shaft hadn't thought they could not assist under penalty of elimination.

"But the rule book states in article 911.3 that Assistance...to avoid accidents...[is] not considered to be outside assistance." Article 928.4 states that "...in order to prevent an accident the Competitor may call for outside assistance and he is not eliminated..."

"Starting out with equipment in good repair and checking that emergency repairs are entirely completed is good advice but in the stress of timed competition errors can be made and we need to remember that we want horses and competitors to come through a competition safely and without injury and that assistance to avoid accidents is permitted by the rules."

- Diane Kern

"Diane's letter is a wonderful example showing how important it is that competitors and officials REALLY know the rules. Often, we remember part of the rules - "outside

assistance is prohibited, under penalty of elimination", but forget qualifications, or exceptions - like "assistance ... to avoid accidents.. [is] not considered to be outside assistance."

"Officials must be careful to check the rulebook carefully before making a decision, especially if the decision is unfavorable to the competitor to be sure that the decision is validated by a clear statement in the rules.

"And, equally important, the organizers and the officials must be painstaking in their efforts to instruct the volunteers with written instruction sheets, discussion, practice sessions, and ample time and concentration so they understand how their actions and decisions affect the results, protect the safety of competitors and horses, and promote enjoyment, rather than confrontations. When in doubt - act in favor of the competitor, and prevent problems!"

Holly Pulsifer





# Combined Driving

## Vickroy Takes Rocky Mountain CDT

by Peter Dallow

Larry "Vic" Vickroy drove faster obstacles than all other competitors in the preliminary division to win the Rocky Mountain Combined Driving Trials held October 9 at Tomora Training Center in Greeley, Colorado. Only 28.2 penalties during the Section E Marathon, coupled with a dressage score

division. His total score of 123.8 was enough to beat second place competitor Kathy Boerema with her Morgan horse. Boerema had her marathon elimination reversed after the judge and technical delegate reviewed a video tape that proved that she had not driven gates in one of the obstacles in the

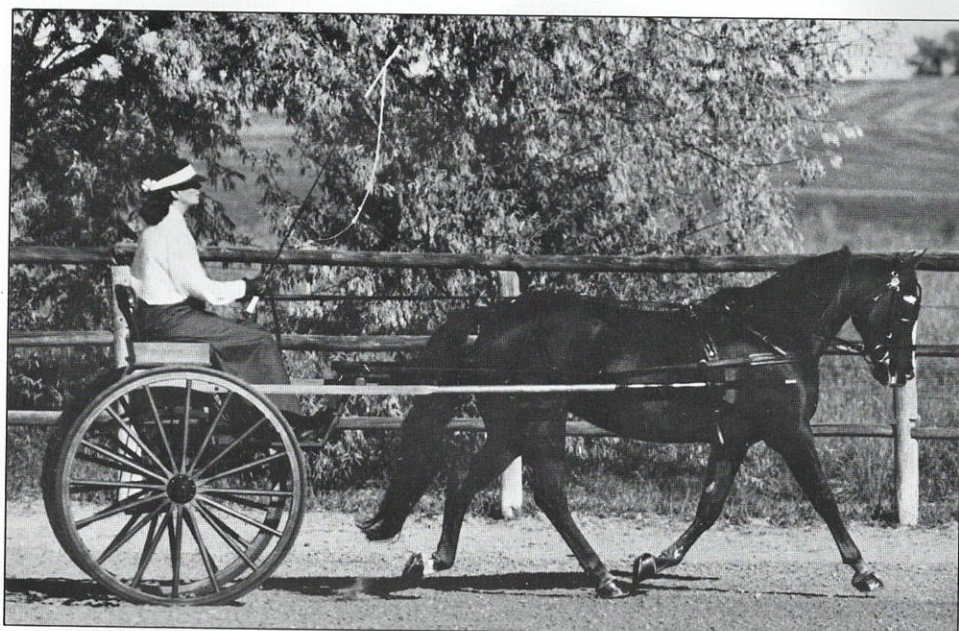
wrong order.

"I am very glad that we were able to review the video," said David Saunders, President of the Jury. "Without it, all of the evidence supported the obstacle judge's opinion that the obstacle was driven incorrectly. The video, however, was conclusive."

Dallow thought his dressage was barely adequate and that his pony was tense and inconsistent. The judge described the pony as "exuberant" and thought it might have helped for Dallow to drive him over to the mountain and back before his test. This was Dallow's second competition driving the pony and even though the scores were high, they were an improvement over his test in Kentucky a few weeks before. The marathon obstacles were really good though - fast and smooth. He had course time penalties, as did everybody in the Preliminary Single Horse division, because of the short length of the course and the rough track.

Katie Banks won the Training Single Horse or Pony division with a combined score of 130.6. David and Kathy Magargal's pair of Fjord ponies took top honors in the Training Pairs division with 73.1 penalties.

The combined driving trial was a new format for the organizers, the Rocky Mountain Carriage Club. The dressage, cones and



**Katie Banks won the Training Level Single Horse or Pony division with a score of 130.6.**

*photo by David McRitchie, Photographer*

of 54.0 and a perfect cones round enabled Vickroy to narrowly edge out Steve Roach who led after the dressage and cones competition.

"Flow was the key", said Vickroy. "Rather than racing in and having to slow down, I kept a good pace and kept the horses moving on all the corners. I kept them steady and smooth."

Vickroy drove his pair of Morgan horses, Doc and Flame, for only the third event since acquiring Flame earlier this summer. He finished first in the Intermediate Pairs Division in Kansas City the week before. Vickroy sat in second place after dressage, four points behind Steve Roach's score of 49. "I liked my dressage test," said Vickroy. "It was a real strong test, although the numbers didn't necessarily reflect so."

Peter Dallow, driving a Welsh pony, Kenview Swift Falcon, took first place honors in the Preliminary Single Horse or Pony



**This pair of Fjord ponies owned by David and Kathy Magargal won the division for Training Level pairs.**

*photo by David McRitchie, Photographer*



## Combined Driving

marathon competition were all held on one day. Dressage and cones were scheduled in the morning, and the marathon began at two o'clock in the afternoon. The marathon was shortened to only five kilometers with four obstacles in Section E.

Vic Vickroy said that he would like to see the marathon course designed a little differently next year. "There wasn't enough time after the obstacles. I'd like to see the obstacles a little earlier in the course to allow for some more distance at the end."

"This is a good format for this part of the country", said Phil Teeter. Teeter served as Technical Delegate and is a member of the organizing committee of the Rocky Mountain Carriage Club. "The one-day format is much simpler to organize and manage. It requires fewer volunteers and is less costly for the competitors. Although the number of entries had to be limited in order to fit the competition into one day, the trade-off with the number of volunteers and costs made it worth it."



Vic Vickroy was fast and clean in the cones ensuring his narrow win over Steve Roach.  
photo by David McRitchie, Photographer



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### ★ ★ ★ ★ Upcoming Auction Dates - 1995 ★ ★ ★ ★

- \* **Saturday, March 11** — Live Oak CDE, Ocala Arabian Breeders Show Pavilion, Airport Road, Ocala, FL. Approx. 50 horse drawn vehicles and limited amount of misc. horse related equipment. Auction will start immediately following competition between 4:00 p.m. & 5:00 p.m.
- **Friday, May 12 and Saturday, May 13** — MARTIN'S 24TH ANNUAL SPRING AUCTION of Carriages, Sleighs and Antiques at Lebanon Area Fairgrounds, Lebanon, PA. **APRIL 5, 1995 — DEADLINE** for receiving completed consignment contracts, photos of h.d. vehicles and entry fees (\$25., per vehicle) for catalogued session.
- **Friday, August 11 and Saturday, August 12** — Lebanon, PA
- **October** — (Date to be announced) — San Bernardino, CA
- **Friday, November 17 and Saturday, November 18** — Lebanon, PA

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# Combined Driving

## A.H.S.A. Singles Championship Contested at Fair Hill

by Susie Tadlock

The Fair Hill International and "The Festival in the Country", Fair Hill, Md., provided spectators with the opportunity to observe competition between the most talented riders and drivers in this country. The spectrum of activity included Country Shoppes, the Fair Hill Mountain Bike Challenge, the Dog Agility Masters National Team Tournament, and concluded with the Fair Hill Races, on Sunday. The driving competition included A.H.S.A. Single Horse Championship presented by Schering Plough Animal Health, the U.S.E.T. Four-in-Hand National Championship, the Fair Hill Classic for Horse Pairs, the Eastern Single Pony Championship and the Eastern Pair Pony Championship.

Qualifying for the A.H.S.A. Singles Championship were competitors representing various areas of the United States. Once again, Alan Funderburgh, winner of the 1991 Eastern Single Horse Championship, journeyed east from Arizona to add to the competition. Robin and Wilson Groves ventured down from the Green Mountain State to pursue the Fair Hill International Memorial, the single horse bronze, presented by Marc. M. Norton. The South was represented by Faye Krueger from Southern Pines, N.C. and her faithful Morgan gelding, Ben. Originally the Singles Championship class had 19 entries, but unfortunately was plagued with early scratches. Kathy Newcomb, encountering problems with her horse previous to the competition generously volunteered as a ground timer on the marathon and encouraged drivers at the start of Section D. Jane Ramsey, an active horsewoman in the Fair Hill area withdrew before the competition due to horse unsoundness, but volunteered for scoring. Doug Eaton, from Maryland, and Dennis Foulkrod, from Ohio, after months of conditioning and

hard work, disappointingly, were also late scratches.

Dressage on Friday proved to be a keen competition between the Single drivers, with less than 10 points separating the top 8 competitors. Norman Sutton, driving Ativista, a Morgan stallion, set the standard early in the day with a score of 46.2. Norman's performance was the leading test until the last 2 drives; Kelly Valdes, driving Peter

competitiveness among the single Horse drivers. Chandler Irwin set an early, fast pace with his Connemara gelding, Henry. Choosing several short routes in the early obstacles, Chandler then drove longer, more flowing routes later on course. Katie Whaley turned in speedy times, but not fast enough to prevent Kelly Valdes from overtaking her. Norm Sutton, navigated by Bruce Apgar, drove a very exciting marathon to place 4th

on this phase, 0.4 penalties ahead of respected Arizona contender Alan Funderburgh and his son Jason, as navigator. Placing 6th on the marathon was George Hoffman, who had very good obstacle times, except in #7 - The Fair Hill Bridge where he had a series of mishaps - dropped his reins and caught his vehicle on a log. Winner of the 1992 A.H.S.A. Singles Championship and organizer of the Gladstone C.D.E.,



The AHSA Single Horse Championship has been won in previous years by George Hoffman and Bill Orth.

photo by Herb Gelb

Wetherill's Dutch warmblood, Wanderer, earned a score of 44.6 to place second, edged out by Katie Whaley, driving her Morgan gelding, Bentley. Katie drove a characteristically elegant test to receive 44.0 penalties.

Sharon Chesson, 1993 winner of the Pair Horse Classic, put the pressure on her nine challengers with a winning dressage score of 38.8. Lisa Singer with Mimi Thorington's Morgan pair scored 43.4 followed by local driver Gary Stover with 47.8 points.

The marathon course, designed by Lana DuPont Wright, reflected her desire to make the driver and navigator think while on course and determine "which route would be best, the quickest and easiest for my horses?". Spectators enjoyed the cluster of obstacles in key areas allowing access to view drivers negotiating several obstacles without lengthy walks.

The marathon continued to show the fierce

George felt he may have over-conditioned his Morgan gelding, Jesse, for this 5 phase event and therefore lost some of the elegance and responsiveness this team is known for. Jack Alvarez, from Coatesville, Pa. competing in only one other marathon this year, placed 7th. Jack also had very competitive obstacle times, but like several other competitors incurred penalties in the walk sections.

Several other veteran campaigners in the driving world competed, but were overcome by bad luck. Bill Orth, Eastern Single Horse Champion for several years, experienced a broken axle in Obstacle #7 - The Oak Woods sponsored by Gary and Tina Stover, and was forced to retire early in the day. Mark Schofield did a brilliant job with Duke, Jane Amsterdam's Gelderlander, but "met" with a substantial log in Obstacle #7 - The Fair Hill Bridge, resulting in damage to his ve-



# Combined Driving

hicle and forcing his withdrawal. Heike Bean, although producing excellent times in the obstacles, missed a gate early in Section E causing her elimination.

1993 Eastern Single Pony winner, Lois Holtby, won dressage, but incurred Section A time penalties dropping into second place after encountering problems with the confusing course marking, altered for the modified pony marathon. Only two entries, Lois Holtby and Sam Davis competed for the Eastern Single Pony Championship. Likewise, in the Eastern Pair Pony Championship, there were only two entries, Muffy Seaton and Kurt Schneider. Muffy won dressage, and although obstacle times were close, held her lead throughout the weekend.

Tying for the leading marathon drives, in the Pair-Horse Fair Hill Classic with 82 penalties each were Lisa Singer, driving Mimi Thorington's handy Morgans, and Larry Poulin driving Spencer Kipe's Hungarian geldings. Unfortunately, the early leader Sharon Chesson, missed gate "C" in Obstacle - The Winery, sponsored by Phyllis Wyeth, forcing her elimination. Gary Stover held 3rd place following the marathon and Jamie O'Rourke moved up to 4th following his good day on Saturday.

The third and final competition, the cones course, required tactful driving skill and proved to be challenging in itself. Competitors changed places once again in the Singles Championship class. Kelly Valdes, who entered this phase in 1st place had 10 cone penalties and 6 time penalties, dropping her to second behind Katie Whaley, who had only 1 ball down. Of honorable mention, the



**Katie Whaley won the 1994 AHSA Singles Championship after leader Kelly Valdes incurred 10 penalties in cones.**  
*photo by Herb Gelb*

only single competitors to drive a penalty free cones course were Norm Sutton and Mary Hayes, finishing the 3 phases in 4th and 9th respectively.

The Fair Hill Classic was won with a clean cones round by Larry Poulin driving Spencer Kipe's pair, narrowly edging out the current U.S.E.T. National Pair Champion, Lisa Singer. Lisa picked up 15 cones penalties, yet it was not enough to move Gary Stover up from his 3rd place finish. Late entry, Vance Couthard, driving Jack Wetzel's pair moved up to 4th place following Jamie O'Rourke's disappointing cones course

which dropped him to 6th place.

The U.S.E.T. Four-in-Hand Championship was comfortably won by James Fairclough, driving a mixed team owned by Jane F. Clark. Keady Cadwell drove her mixed team to finish second, and John Fairclough drove a clean cones course with time penalties incurred to finish in third place.

Adding to the success of the "Festival in the Country" were the numerous compliments voiced by spectators, judges, and fellow competitors on the quality of driving exhibited by all competitors.

## Results - Combined Driving

### Rocky Mountain CDT

Greeley, Colorado

October 9, 1994

Judge: David Saunders

**Training Level Single:** 1. Katie Banks, 2. Leslie Harrison. **Training Level Pair:** 1. David Magargal. **Preliminary Level Single:** 1. Peter Dallow, 2. Kathy Boerma, 3. Betty Cherry, 4. Dionne Titus. **Preliminary Level Pair:** 1. Vic Vickroy, 2. Steve Roach, 3. Suzy Dallow, 4. Jack Stewart, 5. Howard Enos.

### Fair Hill International

Fair Hill, Maryland

October 28-30, 1994

Judges: J.D. Pemberton, Sally Graburn, Mickie Bowen, Todd Flettrich, Nicke Palsson

**AHSA Single Horse Championship:** 1. Katie Whaley, 2. Kelly Valdes, 3. Chandler Irwin, 4. Norman Sutton, 5. Faye Krueger, 6. Jack Alvarez. **Eastern Pair Pony Championship:** 1. Muffy Seaton, 2. Kurt Schneider. **Eastern Single Pony Championship:** 1. Sam Davis, 2. Lois Holtby.

**Fair Hill Pair Horse Classic:** 1. Larry Poulin, 2. Lisa Singer, 3. Gary Stover, 4. Vance Coulthard, 5. Mark Johnson, 6. Jamie O'Rourke. **USET Four-in-Hand Championship:** 1. James Fairclough, 2. Keady Cadwell, 3. John Fairclough.



# Pleasure Driving

## GMHA Fall Driving Classic

by Betty Sweet and Barbara Roberts

We had expected entries to be down this year. The format had changed from three to two days and no cross-country marathon. Also, the first annual GMHA CDE (ably managed by Vivian Creigh) had been just a couple of weeks earlier with a full house of 48 entries.

But instead, our 78 exhibitors made history. High numbers in the maiden driver,

ing things on track and ironing out any wrinkles.

The 18 pleasure classes on Sunday grew to 25 with all the splits. Judge Greenall assured us he could handle it. Learner pleasure judge Heike Bean certainly got a lesson on how to do an excellent job with speed and efficiency!!

Added attractions on Sunday were a Mu-

sical Kur, driven by Susan Porter and Karen, a Friesian, and Vivian Creigh and her Fjord. Both had spent a lot of time designing their pattern and adapting it to music. Both were very impressive, though our sound system wasn't.

Another special class was The Hat Class. Hats to be worn by you and/or your horse and judged creatively such as "Most Unique", "Prettiest", and "Horniest" (what do you suppose that was?)

Besides our silver perpetual trophies, high point winners this year, were awarded beautiful oak framed Vermont slate clocks, designed especially for GMHA and the Fall Driving Classic. All blue ribbon winners received our traditional taste of Vermont this year — a jug of maple syrup.

Exceptional weather, wonderful volunteers, and consistently high quality and style of competitors, made for another great Fall Driving Classic weekend.



Kathy Newcomb drives her Morgan Jubal Ashmore in dressage.

photo by Reflections of Killinton

novice horse, and single horse divisions meant both working pleasure and reinsmanship all had to be split. Ladies to drive had a record 41 entries and had to be split three ways!

John Greenall and Heike Bean shared judging duties all day Saturday in two separate rings including several intermediate and advanced tests.

Cones classes were also on Saturday, designed and judged by Melissa Carpenter. Included was a very challenging "Go Your Own Way" for all divisions, toward high point scores. Errand obstacles were fun and exciting with the driver completing given tasks such as watering flowers and "spinning the clothes line", usually while driving one-handed. Melissa was assisted in this class by learner judge "Cliff the Stiff", Greenall's life-size model horse! Our TD, Sue Greenall, was busy everywhere, keep-



Laura Carmacino "spins the clothes line" in the Errand Obstacle class.

photo by Reflections of Killinton

More photos ➡



## Pleasure Driving



**Vivian Creigh was the winner of the Ruth Ferguson Shurtlett Perpetual Trophy for high point combined score.**

*photo by  
Reflections of Killington*

**Maiden driver Kathryn Lifkowitz checks the mail in Errand Obstacles as "Cliff the Stiff" attempts to mount the Greenall's model horse.**

*photo by  
Reflections of Killington*



## Lorenzo Provides Perfect Site for Carriage Competition

The Friends of Lorenzo of the State Historic Site in Cazenovia, NY, hosted their eighteenth Driving Competition during the beautiful weather on July 16-17. The lovely grounds are a perfect backdrop for the sport of carriage driving, as played out on the lawn in front of the mansion.

The timed six mile marathon offered the competitors varied terrain through fields and woods. Working Pleasure classes and an obstacle course designed by Bob Heinold completed the offerings for Saturday. Spec-

tators enjoyed the demonstration put on by a bagpipe band and dancers during the lunch break.

Sunday's dressage classes were well filled and a Choose Your Own Route obstacle course was enjoyed by whips and spectators alike. Reinsmanship classes completed the points toward the day's championships. Featured was an antique carriage class which highlighted some elegant and interesting vehicles. Morrisville College presented an excellent program describing and demon-

strating several breeds of horses. Students rode the horses and were dressed appropriately for the discipline.

The care and feeding of competitors, sponsors and friends was not neglected as a scrumptious buffet was held on the grounds on Friday evening. Friends of Lorenzo also prepared a Saturday night supper for competitors and families. This popular meal has proved to be a relaxing and fun filled way to end the day.





# Results - Pleasure Driving

## Lorenzo Driving Competition

Cazenovia, NY

July 16-17, 1994

Judges: Hopeton Kimball, Muffy Seaton

**Pat Trush Memorial Trophy:** 1. Donald Steg, 2. Gloria Austin. **Margaret Hubbard Perpetual Trophy:** 1. Phil Smith, Jr. **Cherry Valley Carriage Assoc. Trophy:** 1. Shearsten Senior, 2. Erin McCaffrey. **Pamela Braund Memorial Trophy:** 1. Gloria Austin, 2. Sue Evans. **Concours D'Elegance:** 1. Donald Steg. **Best Turnout, Commercial:** 1. Jennifer Cebula. **George Shute Memorial Trophy:** 1. (tie) Vicky McCaffrey, J. Cebula. **Single Pony Champion:** 1. William Reit, 2. Karen Burrows. **Single Pleasure Horse Champion:** 1. P. Smith, 2. Philip Ferro. **Charles Fairchild Perpetual Trophy:** 1. S. Senior, 2. Beth Kelchner. **Nancy Stowell Memorial Trophy:** 1. Morrisville College. **Single Horse, Marathon:** 1. P. Smith, Jr. 2. Harold Bixby, 3. Robert Belluscio, 4. Suzy Beyer, 5. Wendy Soucy. **Single Horse, Working A:** 1. Douglas Woodin, 2. Tom Calabrese, 3. Karen Blackwood, 4. Wendy Soucy, 5. Fred Whaley. 6. Suzy Beyer. **Single Horse Working, B:** 1. Phil Ferro, 2. Holly Momberger, 3. Mary Storer, 4. Harris Wilcox, 5. Beverly Muthig, 6. Robert Belluscio. **Single Horse, Obstacles:** 1. P. Smith, Jr., 2. R. Belluscio, 3. P. Ferro, 4. Holly Momberger, 5. (tie) Wendy Soucy, Harold Bixby, 6. Susan Voss. **Novice Single Horse, Marathon:** 1. Lynn Clark, 2. Steve Richards, 3. Marilyn Turner, 4. Ray Cable, 5. David Burch, 6. Marian Teitsch. **Novice Single Pony, Marathon:** 1. S. Senior, 2. B. Kelchner, 3. Sharon Diamond. **Novice Single Horse, Working:** 1. S. Richards, 2. L. Clark, 3. Rose Norkus, 4. Kristine Conley, 5. Jeanne Fero, 6. Frederick Whaley. **Novice Single Pony, Working:** 1. B. Kelchner, 2. S. Senior, 3. S. Diamond. **Novice Single Pony, Obstacles:** 1. R. Cable, 2. Jeanne Fero, 3. F. Whaley, Jr., 4. K. Conley, 5. D. Burch, 6. S. Richards. **Novice Single Pony, Obstacle:** 1. S. Senior, 2. S. Diamond, 3. B. Kelchner. **Single Pony, Marathon:** 1. W. Reitz, 2. Katina Dembicki, 3. Marge Littleboy, 4. Robert Blackwood, 5. Helen Lenahan. **Single Pony, Working:** 1. W. Reitz, 2. K. Burrows, 3. M. Littleboy, 4. H. Lenahan, 5. K. Dembicki-Rubenstein, 6. Nicole Cable. **Single Pony, Obstacles:** 1. N. Cable, 2. W. Reitz, 3. K. Burrows, 4. R. Blackwood, 5. M. Littleboy, 6. H. Lenahan. **Pair Horse, Marathon:** 1. Mindy Condon, 2. Al Celecki, 3. Walter Sirrenberg, 4. Gloria Austin, 5. Hannah Strack. **Pair Pony, Marathon:** 1. Donald Steg, 2. Susan Evans, 3. Polly Koerner. **Pair Horse, Working:** 1. G. Austin, 2. H. Strack, 3. P. Woodin, 4. A. Celecki, 5. W. Sirrenberg, 6. M. Condon. **Pair Pony, Working:** 1. D. Steg, 2. P. Koerner, 3. S. Evans. **Pair Horse, Obstacle:** 1. G. Austin, 2. M. Condon, 3. W. Sirrenberg, 4. A. Celecki, 5. D.

Woodin, 6. H. Strack. **Pair Pony, Obstacles:** 1. D. Steg, 2. S. Evans, 3. P. Koerner. **Single Commercial Horse, Marathon:** 1. Jennifer Cebula, 2. Chris Messbaker, 3. Marlene Egan, 4. Terri Mather, 5. Patti Egan, 6. Erin McCaffrey. **Single Commercial Horse, Obstacle:** 1. E. McCaffrey, 2. V. McCaffrey, 3. J. Cebula, 4. P. Egan, 5. C. Messbaker, 6. M. Egan. **Pair Commercial Horse, Working:** 1. Molly Moredick (Morrisville College). **Commercial Horse, Multiple, Working:** 1. Morrisville College. **Dressage, Training Level Test 2, Single Horse:** 1. W. Soucy, 2. T. Calabrese, 3. H. Momberger, 4. P. Smith, H. Bixby, 6. Wayne Gavitt. **Dressage, Preliminary Level Test 2, Multiple Horse/Pony:** 1. M. Condon. **Dressage, Training Level Test 2, Single Horse:** 1. W. Soucy, 2. T. Calabrese, 3. H. Momberger, 4. P. Smith, Jr. 5. H. Bixby, 6. Wayne Gavitt. **Training Level Test 2, Single Horse:** 1. H. Lenahan, 2. K. Dembicki-Rubenstein, 3. Polly Koerner, 4. Billie Hill, 5. Beth Kelchner, 6. Bill Jones. **Preliminary Level Test 2, Single Pony:** 1. K. Dembicki-Rubenstein, 2. P. Koerner, 3. M. Littleboy, 4. Bill Jones, 5. Paula Smith. **Reinsmanship, Multiple Horse/Pony:** 1. G. Austin, 2. M. Condon, 3. D. Woodin. **Reinsmanship, Single Horse:** 1. W. Soucy, 2. M. Turner, 3. K. Blackwood, 4. R. Norkus, 5. S. Hainsworth, 6. Beverly Muthig. **Reinsmanship, Single Horse:** 1. T. Calabrese, 2. S. Beyer, 3. D. Woodin, 4. Chris Ingersol, 5. J. Fero. **Reinsmanship, Single Pony:** 1. J. Kellner, 2. M. Littleboy, 3. B. Hill, 4. H. Lenahan, 5. P. Smith, 6. R. Blackwood. **Obstacles, Multiple, Horse/Pony:** 1. M. Condon, 2. G. Austin, 3. D. Woodin. **Obstacles, Single Horse:** 1. P. Smith, Jr., 2. C. Ingersol, 3. B. Muthig, 4. K. Blackwood, 5. W. Soucy, 6. W. Gavitt. **Obstacle, Single Pony:** 1. R. Blackwood, 2. H. Lenahan, 3. P. Smith, 4. Erin Bordley, 5. B. Hill. **Single Pony Championship:** H. Lenahan, M. Littleboy. **Single Horse Championship, Preliminary Level:** W. Soucy, S. Beyer. **Single Horse Championship, Training Level:** T. Calabrese, P. Smith, Jr. **Multiple Horse/Pony Championship:** G. Austin, M. Condon.

## Piedmont Driving Club Horse Show

Foxcroft School, Middleburg, VA

September 24-25, 1994

Judge: Hopeton Kimball

**Working, Maiden Horse/Pony:** 1. Susan Palmer, 2. A. Sandra Davis, 3. June O'Connell, 4. Kate DuPont Ross, 5. Virginia Sue Hecht, 6. Jackie Musler. **Working, Novice Horse/Pony:** 1. Robin Wenger, 2. A. Sandra Davis, 3. June O'Connell, 4. Kate DuPont Ross, 5. Patricia Lane, 6. Janet Linehan. **Reinsmanship, Maiden Driver:** 1. Rock Ridge Farm, 2. Susan Palmer, 3. Patricia Lane, 4. Linda Ward, 5. Kate DuPont Ross. **Reinsmanship, Novice Driver:** 1. Rock Ridge

Lane, 2. Patricia Lane, 3. Monica Greenberg. **Turnout, Two Wheeled Vehicle:** 1. Carol A. Hysong, 2. Marjorie Richmon, 3. Martin O'Rourke, 4. Jackie Musler, 5. Robin Wenger, 6. Susan Wright. **Turnout Sport/Park Vehicle:** 1. June O'Connell, 2. Charles T. Matheson, 3. Frank Calhoun, 4. Martin O'Rourke, 5. Monica Greenberg, 6. Jackie Musler. **Turnout, Antique Vehicle:** 1. Monica Greenberg, 2. Martin O'Rourke, 3. Florence Hillman, 4. Mrs. Wayne Crews, 5. Linda Ward, 6. Susan Palmer. **Concours D'Elegance:** 1. Martin O'Rourke, 2. June O'Connell, 3. Monica Greenberg, 4. Gabrielle Taylor, 5. Charles T. Matheson, 6. Linda Ward. **Working, Ladies to Drive:** 1. June O'Connell, 2. Carol Hysong, 3. Jackie Musler, 4. Virginia Sue Hecht, 5. Monica Greenberg, 6. Gabrielle Taylor. **Working, Gentlemen to Drive:** 1. Frank Calhoun, 2. Charles T. Matheson, 3. Martin O'Rourke, 4. Malcolm Maatheson III. **Working Single Horse:** 1. Frank Calhoun, 2. Penny Crittenden, 3. Carol Hysong, 4. Linda Kalman, 5. Virginia Sue Hecht, 6. Malcolm Matheson, III. **Working, Single Pony:** 1. June O'Connell, 2. Martin O'Rourke, 3. Gabrielle Taylor, 4. Mrs. Wayne Crews, 5. Susan Palmer, 6. Dot Ruqus. **Working Pairs and Tandem:** 1. Charles Maatheson, 2. Mrs. Wayne Crews. **Reinsmanship, Single Horse:** 1. Carol A. Hysong, 2. Marjorie Richmond, 3. Frank Calhoun, 4. Jackie Musler, 5. Virginia Sue Hecht, 6. Penny Crittenden. **Reinsmanship, Single Pony:** 1. Gabrielle Taylor, 2. Mrs. Wayne Crews, 3. June O'Connell, 4. Susan Palmer, 5. A. Sandra Davis, 6. Martin O'Rourke. **Reinsmanship, Pairs/Tandem:** 1. Charles T. Matheson, 2. Mrs. Wayne Crews. **Ride and Drive Single Horse or Pony:** 1. A. Sandra Davis, 2. Malcolm Matheson, III. 3. CeAnn Shipley. **Gambler's Choice Maiden Driver Single Horse:** 1. Penny Crittenden. **Gambler's Choice:** 1. Linda Ward. **Gambler's Choice Single Horse:** 1. Linda Kalman, 2. Jackie Musler, 3. Marjorie Richmond, 4. Frank Calhoun. **Gambler's Choice Single Pony:** 1. Mrs. Wayne Crews, 2. Gabrielle Taylor, 3. A. Sandra Davis, 4. Susan Wright, 5. Martin O'Rourke, 6. Robin Wenger. **Gambler's Choice Pairs/Tandem:** 1. Mrs. Wayne Crews, 2. Robert Chambers, 3. Hector Alcalde, 4. Roy Eastman, 5. Charles T. Matheson. **Training Level Dressage Single Horse:** 1. Jackie Musler, 2. Kate Shields, 3. Patty Swygert, 4. Lana Tuschmann, 5. Virginia Sue Hecht, 6. CeAnn Shipley. **Training Level Dressage Single Pony:** 1. Susan Palmer, 2. Lisbeth Prins, 3. Virginia Johnson, 4. Susan Wright, 5. Mrs. Wayne Crews. **Training Level Dressage Pairs/Tandem:** 1. Mrs. Wayne Crews.

Results Continued on page 28



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# Regional News

## Northwest Region Report

by Peter Lofgren,  
Northwest Region Representative

1994 was a busy year for the region with CDE's in Oregon (2), Washington (2), British Columbia and Alberta (2) along with an approved Pleasure Show in Oregon, something we do not have very often. Based on current information it appears that in 1995 we may have ten (10) approved CDE's in the region, with the first one in late June along with an approved pleasure show in May. Enthusiasm in our area continues to grow for the proposed "Regional Championship" between Northwest, Pacific and Southwest Regions scheduled for either 1995 or 1996, site yet to be selected. In addition a championship for the best overall Intermediate Level "West Coast International Champion" will be offered in the Northwest Region this year. Points from your top three (3) finishes in the approved CDE's in Washington, Oregon, British Columbia and Alberta (and possibly Saskatchewan) will be combined for the award.

In 1994 we saw Tim Wright, Bill Lower, Bill Long, Karen Homer Brown, Holly Pulsifer and Larry Poulin (to name a few) in clinics throughout the area. For 1995 we are aware that Bill Long, Tim Wright, Larry Poulin and Heiner Merk have already committed to come to our area. Based on the response from our drivers, it certainly appears that driving is alive and well!

With all the growth we experienced this last year, we unfortunately had some scheduling problems. With the proposed increase in CDE's the addition of the Pleasure Show and the continued expansion of clinics and local activities, the concerned members of the region meet on January 28th at the Doubletree Inn in Tukwilla, WA. The meeting is a forum for the clubs and individuals of the region to discuss concerns and problems, along with mapping the 1995 calendar of activities. Concerns and compliments were passed on to the ADS at the annual meeting in February. We need to carefully plan the year's activities in order to allow our members every opportunity to avail themselves

of as many of the activities as possible, this as the number activities and members continue to grow each year. After the ADS meeting many of the participants joined the Driving Committee of Equestrian Institutes at their annual Dinner and Auction. This event is a social time for drivers throughout the Northwest along with an auction that is driving and horse related. This was the 7th annual auction with the proceeds going to Equifriends a therapeutic driving program for the physical disabled and the EI Driving Committee.

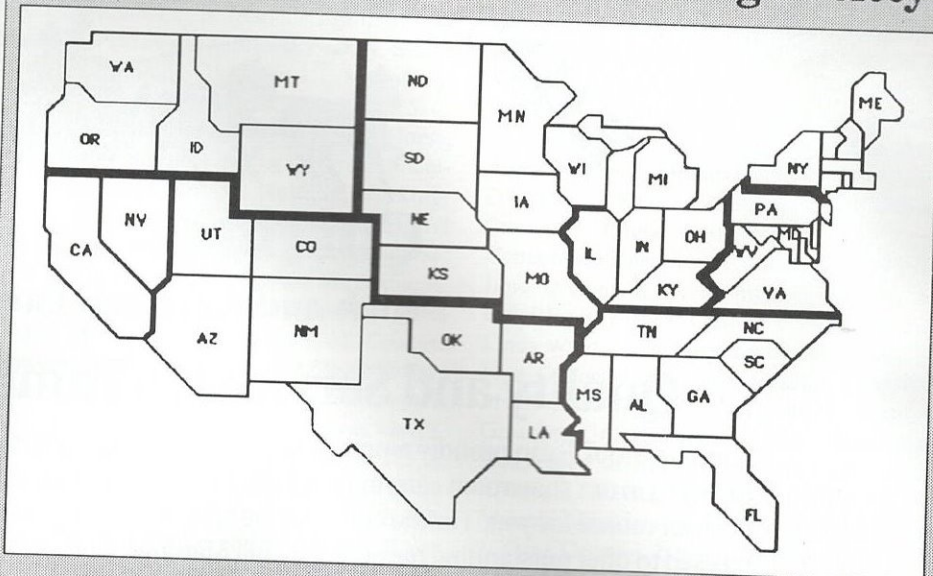
The growth of driving in the Northwest Region is evident by the increase in membership in the ADS, up from 105 as of 12/93 to 176 as of 9/94. Every state had an in-

crease, with Washington having the largest one, up from 38 to 64. There was also a tremendous increase in the number of active members in British Columbia and Alberta our Canadian neighbors. Currently we have 14 active driving clubs with two additional ones that have requested information about the ADS.

Everything appears to be in place for another great year of growth in the driving community..

You can reach me at:  
41227-188th SE  
Enumclaw, WA. 98022  
(360)-825-6303

## Regions of The American Driving Society



**Northeast:** Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut and New York. **James Granito**, 302 McKinstry Rd., Gardiner, NY 12525. 914-942-1229

**Mid-Atlantic:** New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Virginia & Washington, D.C., **Muffy Seaton**, Rt. 2, Box 172-J, Bluemont, VA 22012. 703-554-8267

**Southeast:** South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee & North Carolina, **Linda Long**, P.O. Box 2349, Southern Pines, NC 28388. 919-692-0943

**Central:** Kentucky, Indiana, Illinois, Ohio and Michigan. **Debbie Banfield**, 3329 Cynthiana Rd., Georgetown, KY 40324. 502-863-5113

**Southwest:** Arkansas, Oklahoma, Louisiana, Texas, New Mexico, Arizona, Colorado, and Utah. **Marybeth Goree**, Route 1, Box 8, Coolidge, AZ 85228. 602-723-3718.

**Northwest:** Wyoming, Idaho, Montana, Washington, and Oregon and Alaska. **Peter Lofgren**, 41227 188th St., S.E., Enumclaw, WA 98022. 360-825-6303.

**Midwest:** Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Nebraska, Kansas and Missouri. **Wayne Kramer**, Rt. 1 Box 70-A2, Denton, NE 68339. 402-797-5865

**Pacific:** California, Nevada, and Hawaii. **Randy McFarland**, 1889 Gratton St., Riverside, CA 92504. 909-687-5549.



## Central Region Report

by Debbie Banfield, Central Regional Representative

As the 1994 season dies down and the extremely mild winter of 1995 begins, driving is still going strong in the Kentucky area. Many driving clubs throughout the region have had a fun filled year of driving, and are busy selecting new officers and planning 1995 calendars of activity. Having the opportunity to observe some of the driving clubs within the region tells me how important it is to have an open mind to all aspects of driving. The most impressive clubs have leaders and officers that have a very good open mind to all the needs of every member. The yearly calendar might show just gathering for a fun drive at someone's house with lots of food to eat. You may just visit a nearby carriage collection. It may show a local parade that needs support. It will show any educational possibilities like clinics for fun, safety techniques, pleasure or combined driving. The calendar will also show Pleasure Driving Shows and Combined Driving Events within the area. With these possibilities listed for members, a yearly calendar will offer all possibilities for a Driving Enthusiast to enjoy every aspect of carriage driving. Some members are only collectors of carriages without horses. Even a visit to one of the functions listed above can give the collector the enjoyment of looking at many carriages and even bring their "pride and joy" vehicle for conversation. The Spokes and Spurs Driving Club based in Lexington, KY has organized a fun competition of just carriages and no horses. It was a well received success and they have plans to do it again.

The Indiana Combined Driving Event, organized by Carol Halcomb and Bill Duke, was a huge success. This event was held at the Hoosier Horse Park in Edinburgh, IN. They did a wonderful job and had over 30 competitors at their first event. It is a beautiful facility with excellent stabling available for your animals. Carol and Bill are making plans for their second event which will be October 7-8. The driving clubs in Indiana are the Carriage and Sleigh Association of Northwest Indiana based near Gary. I heard that more clubs are being formed and I would really appreciate any information.

In Michigan, the Metamora Carriage and

Driving Association organizes the Metamora Combined Driving Event and is offering Limit Training. What a great idea to get beginners started. The event dates are June 16, 17, 18 with a clinic June 19-20 with Bill Long. They are also offering an introduction to combined driving clinic on April 2. The Michigan Horse Show Association Spring Pleasure Show is a fun gathering. The dates are May 11-14 and is organized by Anne Cross and the Michigan Horse Show Association. The Metamora Carriage and Driving Association is based near Detroit.

In Ohio, The Equine Affaire '95 will be held at the Hara Conference & Exhibition Center in Dayton. The dates are March 31-April 2. The guest speaker is Helen "Penny" Chenery, owner of the legendary Secretariat. On Friday, clinic demonstrations will be held with John Lyons (General Training & Problem Solving), Teddy Lancaster, Dwight Hooten, DVM and Mollie Keyes (Distance Riding), Debbie Banfield (Driving), Mary Schreiber (Equissage), Jimmy Wofford (Jumping and Combined Training), Chuck Smith (Cutting), Len Brown (Saddle Fit). On Saturday, John Lyons, Susan Harris (Centered Riding), Richard Shrake (Resistance Free Riding and Training, Chark Bradley (Reining), Rob and Sarah Byers, Chuck Seimon, and Kathryn Schwartz (English performance extravaganza), and on Sunday Hilda Gurney (Dressage), Mary Schreider, Richard Shrake, and Len Brown (Saddle Fit). The ADS will be represented at this function. I have been discussing the possibilities of the organization of a Pleasure Show or a Combined Driving Event somewhere in the state of Ohio. More details will be available at a later date. The driving clubs within Ohio are Black Swamp, near Findlay, Western Reserve near Cleveland, and Ohio Valley near Cincinnati.

In Illinois, the Barrington Pleasure Driving Horse Show is a quickly growing, wonderfully fun social affair. This Pleasure Show is held the weekend of July 21, 22, 23 in Barrington, Illinois and is organized by Andrea Ritter. Also the St. James Farm Combined Driving Event is quickly growing. The dates are the weekend of August 19-20. This

event is in Warrenton, Illinois and is organized by Robin Sullivan and Darlene Hartmann. The driving clubs within Illinois are Barrington Hills Carriage Society and the Hub Club, both near Chicago.

In Kentucky, the Kentucky Gayla Combined Driving Event was a great success last fall offering Advanced for the first time within the Central Region, with a total of 58 entries. Thanks to the support of George Hoffman and all other East and West coast participants we had a total of 11 Advanced competitors. Two of these were from our own region. This event is organized by Debbie Banfield and the dates this year are September 14-17. There are plans in the making for an ADS Regional Clinic. This clinic will be the weekend of July 8-9. The Clinician will be announced as soon as the contracts have been received. It will be held at the new Gayla Driving Center facility in Georgetown, KY. The Kentucky Horse Fair is held at the Kentucky Horse Park. This huge gathering displays many horse disciplines. Local driving clubs will exhibit driving in many fashions. The ADS will be represented at this function. The spring will still offer the gathering of all Driving Clubs for the annual pleasure driving for fun, sponsored by the Ohio Valley Carriage Club and the Spokes and Spurs Driving Club. This is also held at the Kentucky Horse Park. The date has not yet been verified. Also Kentucky is honored to have the 1995 Carriage Association of America Conference. The dates are May 31st through June 4 and will be held at the Kentucky Horse Park. The driving clubs in Kentucky are the Spokes and Spurs near Lexington and the Kentucky Carriage Association near Louisville.

I would still like to hear from more driving clubs, newsletters are encouraged. Our region is booming! Anyone interested in more information about listings above or clubs please notify me, and I can refer you to the necessary contact people. Mail or call information to 3329 Cynthiana Rd., Georgetown, KY 40324; 502-863-5113. I look forward to hearing from you. May everyone have an enjoyable driving year.





# Regional News

## A Message From The Pacific Region

by Randy McFarland, Pacific Regional Representative

I speak for the entire Pacific Region when I say that it was our pleasure to host the recent annual meeting of the American Driving Society. We enjoyed the opportunity to meet our counterparts from the rest of the country and to share our enthusiasm for driving. It was an excellent opportunity for judges and officials to stay current and for drivers to learn more about what the officials go through to perform their vital role in making ADS competitions fair for everyone. There will be more about the meeting in the June issue of The Whip.

As we enter my last year as the Pacific Region Representative, I ask for your assistance in recommending the person who will replace me in February of 1996. I strongly feel that the membership of the Pacific Region should be given the opportunity to provide

input as to who they feel should represent our region in the ADS. A Regional Representative becomes a voting member of the Board of Directors. The majority of the business meetings have been historically held in the eastern half of the United States, so an ability to travel is helpful. As a representative, it is essential to facilitate communication and to serve as a resource for those wanting more information about the ADS. Please contact me if you're interested or if you have some names to recommend. I will later announce how ADS members of our region will have an opportunity to "vote".

In addition to a Regional Representative, our region also needs to have directors at large to represent us at meetings and to represent the ADS at local driving activities, so please

consider names for this position as well.

I encourage all members to write to the ADS if you have an opinion to share. Your concern will be forwarded to the appropriate committee and a response should be forthcoming. This is one way the ADS can keep current with the desires of the membership.

The third Pacific Region Dressage Festival will be held in Southern California this year at Windtree Farms in Moorpark on May 27 & 28. There will be three judges this year, so plan to support it with your attendance, donation or advertisement!

Please remember to submit articles and dates to our Region's official calendar, Driving West Magazine, so everyone can plan their driving activities and avoid scheduling conflicts.



## Results - Pleasure Driving

Continued from Page 24

**Preliminary Level Dressage Single Horse:** 1. Linda Kalman, 2. Lana Kalman, 3. Carol A. Hysong, 4. Marjorie Richmond, 5. CeAnn Shipley, 6. Patty Swygert. **Preliminary Level Dressage Single Pony:** 1. Angela Cichetti Deepe, 2. Gabrielle Taylor, 3. Mrs. Wayne Crews, 4. Lisbeth, 5. Louise O'Brian, 6. Virginia Johnson. **Preliminary Level Dressage Pairs/Tandem:** 1. Charles T. Matheson, 2. Mrs. Wayne Crews, 3. Jack Weaver. **Cones Timed Competition Single Horse:** 1. Carol Hysong, 2. Kate Shields, 3. Samantha Hopkins, 4. Linda Kalman, 5. Jackie Musler, 6. CeAnn Shipley. **Cones Timed Competition Single Pony:** 1. Martin O'Rourke, 2. Louise O'Brian, 3. Lisbeth Prins, 4. Gabrielle Taylor, 5. Robin Wenger, 6. Susan Wright. **Cones Time Competition Pair/Tandem:** 1. Mrs. Wayne Crews, 2. Jack Weaver, 3. Hector Alcalde, 4. Charles T. Matheson. **Fault and Out Single Horse:** 1. Linda Kalman, 2. Carol A. Hysong, 3. Jackie Musler, 4. Marjorie Richmond, 5. CeAnn Shipley. **Fault and Out, Single Pony:** 1. Mrs. Wayne Crews, 2. Martin O'Rourke, 3. Gabrielle Taylor, 4. Linda Ward. **Fault and Out, Pair/Tandem:** 1. Charles T. Matheson, 2. Mrs. Wayne Crews. **Timed Pleasure Marathon, Single Horse:** 1. CeAnn Shipley, 2. Lana Tuschmann, 3. Linda Kalman, 4. Jackie Musler, 5. Kate Shields. **Timed Pleasure Marathon, Single Pony:** 1. Lisbeth Prins, 2. Martin O'Rourke. **Timed Pleasure Marathon, Pair/Tandem:** 1. Robert Chambers, 2. Hector Alcalde, 3. Jack Weaver, 4. Mrs. Wayne Crews, 5. Charles T. Matheson, 6. Roy Eastman. **Timed Pleasure Marathon, Maiden Driver - Single:** 1. Angela Cichetti Deepe, 2. Samantha Hopkins, 3. Penny Crittenden. **Champion Single Horse:** Carol Hysong. **Reserve:** Frank Calhoun. **Champion Single Pony:** June O'Connell. **Reserve:** Martin O'Rourke. **Champion Pair/Tandem:** Charles Matheson. **Reserve:** Mrs. Wayne Crews.



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## Rhode Island Driving Club Hosts "Turkey Trot"

by Sandra Stricker

The members of the RI Driving Club met Saturday, Nov. 12, 1994 at Claudia Cordeiro's home in Hope Valley, RI for their annual Turkey Trot. Twenty-six members participated. It was breezy and fairly warm as they drove into the Arcadia Management Area. Everyone was wearing their bright red, yellow or orange to warn the deer hunters of their presence, and some even used sleigh bells. Needless to say, there probably wasn't a deer within five miles! After the meeting, the members enjoyed a pot luck lunch and Sandra Stricker won the raffle prize - a basket full of Thanksgiving fixin's.

The Club members are looking forward to other upcoming events which will include the Christmas party hosted by Mrs. Margaret Ferguson of Broadwall Farm in Greene, RI, a trip to the Stonybrook Carriage Museum in New York some time in January, and a slide program about Mohonk in New Paltz, NY to be given by Rudy Herbst. The Club is in the process of planning several

outings where the members can go and drive as a group — one to Mohonk, New York and one to Acadia Park in Maine. The Club is

already making plans for their annual mini-CDE in May. So come join us.



Rhode Island Driving Club members enjoy the Annual "Turkey Trot" drive.

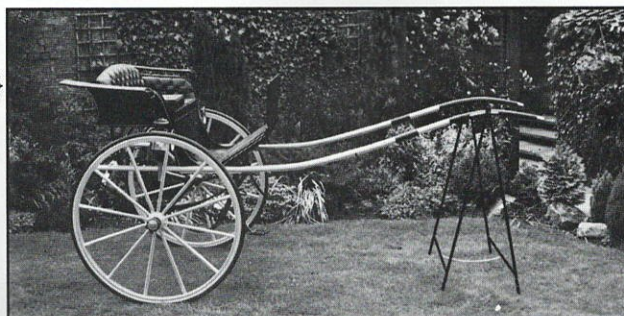
## BENNINGTON CARRIAGES



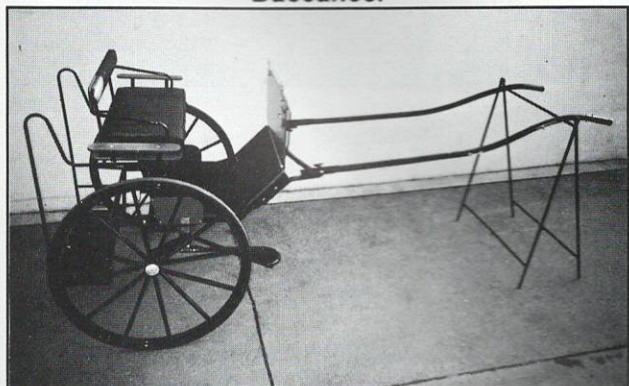
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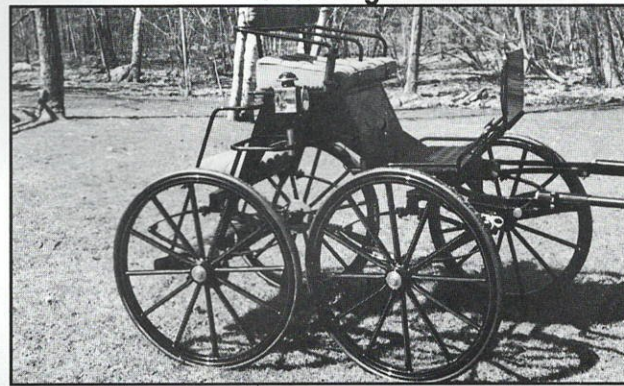
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## Club Activities

### Junior ADS Members Win Honors at the 35th Annual Pennsylvania State 4-H Horse Show

The 1994 Pennsylvania State 4-H Horse Show was held October 28, 29 and 30 in Harrisburg. In addition to riding and production halter classes, the show featured three driving classes on the first day of competition. Offered were Draft Horse Single Cart, Horse Pleasure Driving and

trackers 4-H Horse and Pony Club of Northampton County. He began his driving career at an early age with a pony named Binker, and now is an active whip, competing with his mare. He aspires to drive a pair at upper level competitions. Junior ADS member Allison Rupert, of Hughesville,

drove her Morgan project horse, Devan Ferruolo, to a fifth place finish in the class of twenty. Jeff Kelchner, owner of her project, rode with her in a Meadowbrook. 1994 was the first year of driving and competition for 11 year old Allison. She is a member of the Lone Riders 4-H Horse and Pony Club of Lycoming County and the newly formed Susquehanna Valley Whips and Wheels. Bitten by the driving bug, Allison hopes to compete again in 1995 with "Kid," as Devan Ferruolo is affectionately known. In the final driving class of the day, Pony Pleasure Driving, held late that Friday night, eighteen drivers drove their ponies 14.0 hands and under. Junior ADS member, Ian Andrews, drove his POA gelding, LFs Rustoleum, to the state championship. Driving his brand new County Line road cart, he was accompanied by his mother and coach, Susan Andrews. In 1993, Ian and "Rusty" were the state reserve champions.

Twelve year old Ian is a sixth grader who has been showing driving ponies for four years now. A veteran of many pleasure and obstacle classes, Ian hopes to be able to compete in cross country and pleasure marathons in 1995. And, he "can't wait until he is 14, so mom doesn't have to ride along."



**Nathaniel Martin won the Horse Pleasure Driving Class driving Salt Water Taffy. His father Al is the passenger.**

Pleasure Pony Driving. To be eligible for these classes, drivers had to advance through county and district competitions, placing first or second to be able to advance to the next level of competition. Entries may only show in a two-wheeled vehicle.

Twelve drivers, 19 and under, competed in the first driving class of the day—the Draft Horse Single Cart. In Pennsylvania, 4-H'ers may show a draft horse project in addition to their light horse or pony project. In the second driving class of the day, Horse Pleasure Driving, 20 young whips vied for honors. The class was won by junior ADS member Nathaniel Martin of Danielsville. Driving his lovely Belgian crossbred mare, Salt Water Taffy, put to a Meadowbrook, Nathaniel won the state championship for a second year in a row. His proud father Al rode with him during the performance. Nathaniel, 16 years old, is a sophomore in high school and is a member of the Back



**Driving LFs Rustoleum, Ian Andrews was the State Champion.**

*photo by Jeff Kirkbride*

*more* ➔



### New Driving Club Forms in Central Pennsylvania

A new driving club has been organized in Central Pennsylvania. After holding two organizational meetings at year's end, the club started business in January, 1995, under the name of the Susquehanna Valley Whips and Wheels. The first order of business is a membership drive. An American Driving Society affiliated club, SVWW is the first organization of its kind in central Pennsylvania. It is open to everyone who has an interest in the sport of driving, whatever that interest may be—pleasure or competitive driving, vehicle collecting or restoration or the desire to learn about driving. The club has adopted the philosophy of promoting the sport of driving horses and ponies, and educating and informing the membership with respect to driving methods, safety and events.

The idea of forming a club dedicated to driving was discussed by Wayne and Ruthann Gavitt and Susan Andrews in the spring of 1994. The Gavitts were members of the now defunct Lake Winola Driving Club of eastern Pennsylvania, and currently organize both a winter sleigh rally in Sullivan County and an ADS show. Susan is an active whip whose friends know well her love and enthusiasm for driving. With the increased interest in driving in the Susquehanna Valley, it was only natural for a club to be formed.

After mulling over the idea all summer

and talking to many area drivers as to the need and desire for a driving club, Susan joined forces with Beth and Jeff Kelchner who were new to carriage driving, but expressed a wholehearted willingness to help in the organization of a new club, with the support of the Gavitts. The start up of a new club is no small undertaking, especially when the club will be a regional club reaching out to a membership within an 80 to 100 mile radius of its hub. Williamsport has been identified as the hub of the club.

At the two organizational meetings, more than thirty people attended and expressed their interest in joining a driving club. Many had questions about where to find driving vehicles, what to wear in the show ring, who trains driving horses and where to get more information on driving in general. So the club was formed with the idea of helping to educate drivers and to promote driving within the area. It is hoped that before too long the club will be able to offer clinics and seminars.

Membership applications are available from Ruthann Gavitt, RR1, Box 1023, Forkville, PA 18616. A family membership is \$15.00, while an individual is \$10.00. A club newsletter will be sent out quarterly to all members. For more information, feel free to contact Susan Andrews at 717-494-1633 or Beth Kelchner at 717-538-1552. ✕

### Sixtieth Annual Wayne-DuPage Hunt Show Hosts Carriage Division

On Sunday, September 11, 1994, at the traditional Dunham Woods site, in Wayne, Illinois, the Wayne -DuPage Hunt held carriage classes at the show for the eleventh year. Again, as for the past several years, the Hub Club was asked to manage this section of this very traditional show that includes classes for members of registered hunts, family classes, pairs classes, Pony Club drill team demonstrations and lavish traditional tail-gate picnics. In addition, there is a Jumper derby and the Carriage competitors display their reinsmanship skills in the main hunter ring during the tailgate picnic, while each turnout is presented to those assembled by the announcer.

This year, we were honored to have as our judges Barbara and Lance Thomas of Australia. Lance was a team member of the 1992 Australian World Pairs Team and is currently residing in the Chicago Metropolitan area. We are lucky to have them join us and get to share their knowledge. Barb juggled the ring classes, while Lance officiated during his favorite, the obstacle classes. ✕

### Junior ADS Members Win Honors continued

He is a member of the Rough Riders 4-H Horse and Pony Club of Lycoming County and the Susquehanna Whips and Wheels. Present in the audience during the show were ADS judge and clinician, Lore Homer, and Norwegian four-in-hand driver and trainer, Olaf Nyby. Lore volunteers a lot of her time to 4-H, especially for driving. Each summer, she conducts four regional driving clinics throughout the state for 4-H in an attempt to improve safety in the 4-H arena, and to prepare 4-H'ers and their turnouts for competition. She is actively involved in introducing obstacle driving into the 4-H program. When asked how she felt about the driving classes at States, she replied that she

was very pleased with the quality of the turnouts and the ability of the young drivers. She felt that the driving classes had improved a great deal over the past couple of years. Olaf was in the U.S. on a harness buying trip and was brought to the show by Smucker's Harness. He thoroughly enjoyed the driving classes, making new friends among the young whips and sharing driving tips. On Saturday he gave a small driving clinic to Jeff Kelchner and Susan Andrews, while several onlookers watched as he worked with their horses, Kid and Rusty. Before departing on Saturday, he offered praise and encouragement to Ian and Allison in their driving endeavors. He replied that he

had never seen a show the likes of the Pennsylvania State 4-H Horse Show and hoped he would return to it next year. The state show culminates the year for approximately 6,000 PA 4-H members enrolled in horse and pony projects. As stated earlier, members must advance through county and district competition to be eligible to show at States. More than 900 members vied for awards at the show. Events tested skill in showmanship, equitation, pleasure, jumping, driving and timed events. In the Production portion of the show, members showed weanling, yearling and 2-year old projects in halter classes, and 2-and 3-year old projects under saddle in pleasure futurities. ✕



# Perspectives

## Look Where Volunteerism Can Lead!

by Barb Simmons, Bellevue, Nebraska

In October 1993, my husband Jack and I were part of many volunteers at the World Pair Driving Championship at Gladstone.

Meyer, Germany, 3. Ludger Heeke (Germany). Team Results: 1. Germany, 2. Austria, 3. Switzerland. (By the way, Tommy

Scherrer was 4th in cones at Gladstone and Werner Beck was not far behind. Rene Kellenberger was 1st at Gladstone.)

After the event, we spent some time visiting with our friends, which was great. And-and-and-I got to drive some of the horses and got lessons from the drivers!! I even got a lesson from Heiner Merk!! That was absolutely incredible. It was certainly a unique experience for me, and it was a direct result of my involvement with ADS and the WPC!

Barb and Jack, driving Remy and Solyern in front of Heiner and Christine Merk's 300 year old farmhouse in Taegerwiler, Switzerland.



We had a wonderful time, as everyone did. I was fortunate enough to be the hostess for the teams from Switzerland and Liechtenstein. All of the people in the contingent from those two countries were very nice, and we made many friends. Heiner Merk was the Chef D'Equipe for Switzerland and the trainer for both countries. Christine Merk was the Chef D'Equipe for Liechtenstein.

As a result of our time with them, Heiner and Christine invited Jack and me to come to Switzerland for a visit in September. The marvelous thing is that we went!!

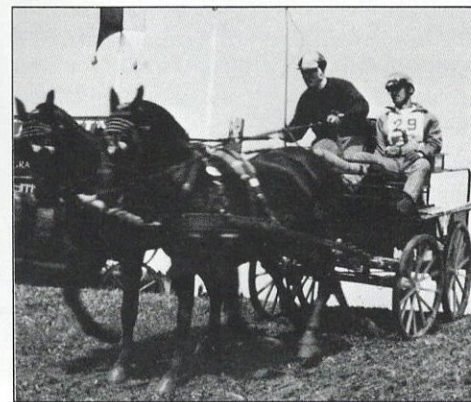
We were able to go to an international combined driving event there: the Coupe Alpes Danube 1994 (the Alpine-Danube Cup) It was held at Chalet-a-Gobert, near Lausanne, Switzerland. There were eleven countries eligible to compete, ten of which came. There were 44 competitors. All 4 of the drivers who were at Gladstone competed. It was a fun reunion.

Tommy Scherrer won the cones run-off with a blistering time. Werner Beck was even faster, but knocked off one ball when a decorative tree fell over. Individual results: 1st: George Moser, Austria, 2. Eckhardt



In Schaan, Switzerland, Barb had a lesson with Werner Belk and his four-in-hand. The wheelers were his pair at Gladstone.

Georg Moser of Austria, and current World Pair Champion, finishes an obstacle at the Coupe Alpes — Danube, near Lausanne.





## Thanks for All the Hard Work

from Janice W. Martin — ADS Family Member, Pennsylvania 4-H Horse and Pony Leader

I'd like to comment, favorably, on a few articles that have appeared recently in *The Whip*.

First, in the December, 1994 edition, an article written by Darrell Wilburn about the Idaho 4-H promoting horse driving. I'd like to thank everyone involved for promoting 4-H. It is a great organization and helps numerous youths every year, be it learning feeding and care, riding or driving. Unfortunately, at least where I am "it is the best kept secret" around. We are trying to change that and your article published nationally will certainly draw attention where attention is needed. Driving is not the foremost program in the Pennsylvania 4-H Program, but it has seen an increase in activity over the past years. With the help of many interested parties I can see it continuing to become an activity that more people recognize for the youth. As your article notes, volunteers are always needed. Please, anyone who wishes to get involved with a worthwhile project,

call your local County Extension Service (sometimes listed as Agri. Ext. Serv.) and volunteer.

Secondly, the editorial in the same issue addresses a problem that is epidemic in all phases and types of events. It is very hard to step forward and say to the people in charge, in a gracious and positive way, that something is amiss. I hope we can all keep this in perspective when attending any event and not forget about safety first and awards second.

Thirdly, I'd like to add my echo to the article entitled "Sportsmanship" by Carol Rivoire in the January, 1995 issue. There is no better way to put that sense of friendship, helpfulness and cooperation that one feels in the driving world than Ms. Rivoire did. Having started in driving with no knowledge, children and an unbroken partbred Arabian mare, I do know where she is coming from. We, too, met with only help and enthusiasm. Had it not been for that friend-

liness, totally missing in hunter shows, we would not have stayed in the driving world for long, or would have faded into the rural scenery altogether, perhaps with disastrous results. I am not saying we are totally accomplished drivers, by any means, but we do enjoy ourselves. Our safety and happiness is proof that many people have helped us along the way. The driving world is truly different from the other show worlds. I hope it remains that way. Also, we have had the pleasure of driving at shows with George Hoffman and found him and others of his ability to be just as nice and interested as the "lesser" people involved. It gives one heart to know there are still friendly, helping people in this world, even if, someday, you might beat them in that very same show ring due to their help and encouragement.

I'd like to thank everyone involved with the ADS for the memories and all the work put into making it possible for the driving world to continue.



## From Peanut Butter to Fertilizer, Standards Reach Everyone

At the grocery store, can you rely on the scanner to get the peanut butter price correctly?

If a family member suddenly becomes ill, can you count on the emergency medical technician to save his or her life?

When the fertilizer truck rumbles through a rural area, how can residents be confident the driver knows how to handle the cargo safely?

America's associations are working to make sure the answer to these and countless other questions is a resounding "Yes."

Spending more than \$14.5 billion each year, associations set voluntary standards that help protect safety and health and ensure compatibility of products.

Associations that represent service professions such as legal and medical societies typically develop and enforce professional standards of behavior. Most educate their members through educational and certification courses and enforce them through self policing efforts. Trade associations set and monitor product and safety standards within their industries.

"Consumers benefit considerably from this standard-setting," says R. William Taylor, president of the American Society of Association Executives. "It eliminates consumers' need to decipher detailed technical information each time they buy a product or service, and because the standards work to ensure quality products and high-quality work, they also promote consumer confidence."

The scanner standards are a case in point. By the end of last year, thanks to the Pennsylvania Food Merchants Association, the state's supermarket chains adopted new scanner standards guaranteeing price accuracy. The group organized an independent Scanning Accuracy Program advisory board to develop the industry standards. Consumers can now rely on the accuracy of prices—without the added cost associated with item pricing.

Similarly, the American Society for Testing and Materials, working with the National Association of State Emergency Medical Services Directors, published national voluntary Standard Guides for emergency

medical service. Those standards improve the quality of emergency care in this country, and thus save lives.

And, the California Fertilizer Association developed a carrier certification and driver training program to enhance the safety of the anhydrous ammonia transportation industry in that state.

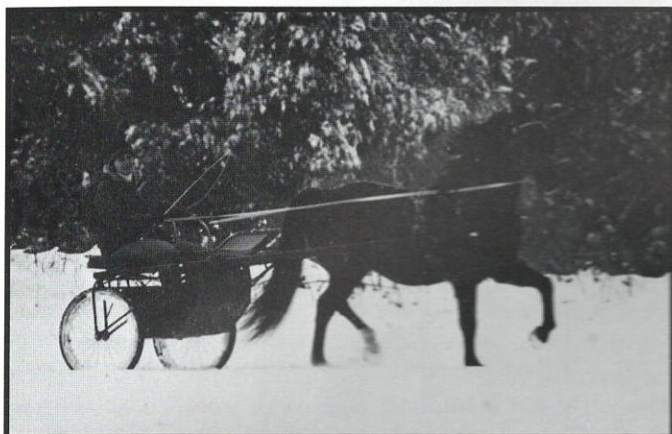
The American Driving Society is dedicated to setting the highest standards of driving safety and enjoyment and tangible evidence of these standards can be seen in the work done by the standing committees, particularly Licensed Officials, Safety, Dressage, Combined Driving and Pleasure Driving and Education Committees.

In addition to establishing and enforcing professional ethics codes and adopting product performance and safety standards, associations also benefit society by: generating billions of dollars to the economy of states and communities; conducting research and public-awareness campaigns; educating their members and policymakers about issues; and offering educational materials and classes for members and the public.





# Scrapbook



Morgan Stallion, TKR Lord Chase has won many prizes at ADS competitions. Owner/driver Sharon Eastham says "even though I don't own a sleigh, I still enjoy driving during the winter months".



Pam Umberger from Wytheville, VA, drives Pleasant Jester, a Saddlebred, to a Mennonite built buggy at the Harvest Showcase competition in Lexington, VA.



Olde Bridge Farms "Lollipop" is a 31 inch miniature horse, driven by Susan Hulls of Galena, IL at the St. James Farm Pleasure Driving Show in 1993.



Jean Gravell trained Mrs. Vladimir Jancar's Quarter Horse gelding and is pictured here driving in the Early Settlers Annual Parade in La Junta, Colorado last fall. The carriage is an 1892 runabout.

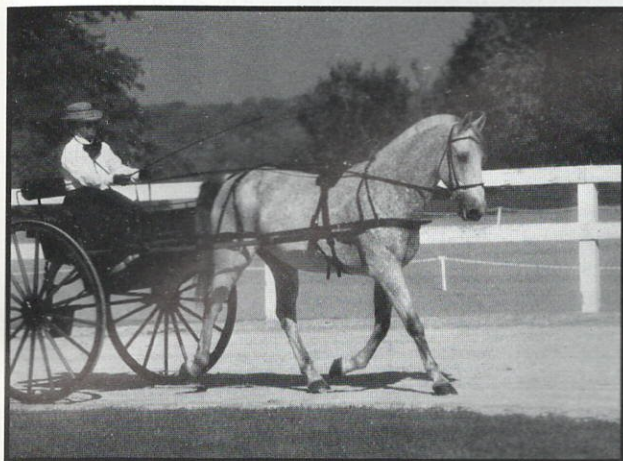


Mary Lou Wagner says "I follow the hounds with Pixie and can go anywhere but over fences". This photo, by John Sikora Photography, was taken at the Huntingdon Valley Hunt.



Cindy Conner of Knoxville, TN participates at the Carriage Parade at a Polo Match in July.





Pat Ketterer of Lincoln, NE, drove her 21 year old Quarter Horse mix at their first CDE in Kansas City in October. He is a retired dressage horse, shown here put to a Buckeye Hi-Rider cart.

*Members are invited to submit their photos for the ADS Scrapbook. This space is reserved for member contributed photos. The ADS reserves the right to withhold publication of photos based on available space, suitability and will review every photo for safety violations.*



Pierce is a 6 year old Percheron/Thoroughbred/Trakhener cross. This is first day as a driving horse with driver-trainer Dot Billington.



Wanda Payton, of Dallas TX, walks her 16 year old Quarter Horse mare, Black Coffee, in the dressage test at the 1993 Rowlett Creek Combined Driving Event. They captured third place in the Training division of the event.



Canada had one entry in the combined driving event for Disabled Drivers at the World Championship for Disabled Equestrians at Hartpury, England in 1994. George France was the driver, Sue Mott was Chef D'Equipe, both are ADS members. George drove "Wiggy", loaned by the R.D.A. of Britain.



Finishing a 30 mile U.S. Performance Test is Dark Secret, driven by Margaret and Thomas Covington of Lawndale, NC. Secret is a Standardbred, and the team won several awards at the drive.



Ariel, driven by Claudia Cordeiro of Hope Valley, RI, competed at the 1994 Waldingfield CDE in July.



# CALENDAR OF EVENTS

**\*indicates an ADS approved competition**

All driving activities may be listed in the Calendar, but as space is limited, please submit only dates of activities that are open to all ADS members. Space does not allow us to list all local club activities that are restricted to local club members.

## MARCH

10-12 **\*LIVE OAK CDE**, Ocala, FL. Training, Preliminary, Advanced (USET Observation Trial), Contact: Susan Gilliland, 7450 Alafia Ridge Loop, Riverview, FL 33569. H: 813-677-3040 after 7 p.m.

17-19 **\*ARIZONA COMBINED DRIVING EVENT**, Gorce Farms, Coolidge AZ. Limit and Open Preliminary, Intermediate, Modified Intermediate. Contact: A. Van Horn, P.O. Box 25, Tolleson, AZ 85353, W: 602-936-3321; Fax: 602-936-1008.

25-26 **\*PECAN MILL COMBINED DRIVING EVENT**, Pecan Mill Ranch, Brenham, TX. Preliminary and Intermediate. Contact: Jerry McLennan, Rt. 3, Box 365, Brenham, TX 77833. H: 409-830-1360, F: 409-830-1785.

31 Driving Clinic and Seminar with Debbie Banfield, Equine Affair '95, Dayton, OH. Contact: Equine Affaire '95, 7688 Thackery Rd., Springfield, OH 45502, 513-788-2526.

## APRIL

8-9 **\*OAK RUN CDE**, Oak Run Farm, Moorpark, CA. Training and Preliminary. Contact: Jody Cutler, 8450 Happy Camp Rd., Moorpark, CA 93021. H: 805-529-2753; Fax: 805-529-3746.

14-16 **\*AIKEN DRIVING CLUB 4TH ANNUAL CDE**, Whitney Trust Stables, Winthrop Polo Field and Hitchcock Woods, Aiken, SC. Training and Limit and Open Preliminary. Contact: Claye Clyatt, 101 Century Lane, Aiken, SC 29803, H: 803-648-1696; W: 706-826-8785, ext 5420.

16 San Diego Pleasure Driving Club Show, Lakeside, CA. Pleasure Classes. Contact: LaDonne Hatley, 619-561-9534

28-30 **\*YELLOWFRAME FARM CDE**, Yellowframe Farm, Southern Pines, NC. Preliminary and Advanced. Contact: Linda Long, P.O. Box 2349, Southern Pines, NC 28388, H: 910-692-0943; Fax: 910-692-8349.

28-30 **\*SANTA YNEZ VALLEY CARRIAGE CLASSIC VI**, Firestone Vineyard, Los Olivos, CA. Pleasure, Obstacles, Marathon. Contact: JoAnn Ranucci, P.O. Box 12, Los Olivos, CA 93441. H: 805-688-7958; Fax: 805-688-7908

29 **\*WESTON CARRIAGE SOCIETY SPRINGSHOW**, Dickson Rings, Weston, MA. Pleasure, Obstacles, Marathon, Dressage, Combination. Contact: Helel Ferrick, 21 Plain Rd., Weston, MA 02193. 617-899-6157.

30 **\*SUNSHINE STATE GAMES EQUESTRIAN CLASSIC**, Ocala, FL. Training and Preliminary. Contact: Susan Gilliland, 7450 Alafia Ridge Loop, Riverview, FL

33569. H: 813-677-3040.

**\*GARDEN STATE COMBINED DRIVING EVENT III**, New Jersey Horse Park, Allentown, NJ. Training, Limit and Open Preliminary. Contact: Kathy Fuchsloch, P.O. Box 297, Clarksburg, NJ 08510. H: 609-259-7843; 609-259-1595.

## MAY

6-7 **\*THE CARRIAGE CLASSIC IN THE PINES**, Sponsored by the Moore County Driving Club, Pinehurst Harness Track, Pinehurst, NC. Pleasure, Obstacles, Marathon, Dressage (Tr & Pre) Concours d'Elegance. Contact: Rick Smith, 1115 Youngs Road, Vass, NC 28394, H: 910-692-7001.

11-14 **\*MICHIGAN HORSE SHOW ASSOC. SPRING SHOW**, Michigan State Fair Exposition Center, 1120 W. State Fair Ave., Detroit, MI. Pleasure, Obstacles. Contact: Carol A. Smith, 5981 Thomas Rd., Oxford, MI 48371. 810-628-3489 (H&W); Fax: 810-628-1497.

11-14 **\*EQUINE COLLECTION '95**, Eugene, OR. Pleasure, Obstacles, Dressage (Tr, Pre, Int.) Concours d'Elegance. Contact: Jacqueline LeBeck, 9210 Redmond/Woodinville Rd., Redmond, WA 98052-7601. H: 206-861-6611.

12-14 **\*MIDDLETOWN PONY CLUB CDE**, Warwick, MD. Training (14th only) Preliminary and Advanced. Contact: Diane Shellender, 1303 Old Telegraph Road, Warwick, MD 21912. H: 410-755-6703 W: 410-755-6855; Fax: 410-755-6065.

12-14 **\*RIVERPLAINS COMBINED DRIVING EVENT**, Strawberry Plains, TN. Training and Preliminary. Contact: Amy Neary, 235 Carter Rd. M-2, Knoxville, TN H: 615-523-4351.

19-20 **\*VERMONT SPRING CLASSIC**, Three County Fairgrounds, Northampton, MA. Pleasure, Obstacles, Marathon, Dressage (Tr. Pre. Int.) Contact: Anne Brown, Rd #1, Box 1165, Westford, VT 05494. H: 802-878-4128.

20-21 **\*MID HUDSON DRIVING ASSOC. CDE**, Silver Ledge Farm, Stormville, NY. Training, Limit and Open Preliminary. Contact: Suzan Stroup, 105 Hosner Mt. Road, Hopewell Junction, NY 12533. H: 914-227-8729; W: 914-855-5025; Fax: 914-855-1750.

21 **\*MYOPIA HORSE DRIVING TRIALS**, Groton House Farm, So. Hamilton, MA. Preliminary, Intermediate, Advanced. Contact: Judy Gregg, Box 55, Hamilton, MA 01936. H and Fax: 508-468-3156.

26-27 **\*THE 3RD ANNUAL PACIFIC REGION DRIVE DRESSAGE FESTIVAL**, (Clinic May 28-29) Windtree

Ranch, Moorpark, CA. Training, Preliminary, Intermediate, Advanced. Contact: Linda Fairbanks, 8965 Gabriel Rd., Atascadero, CA 93422. H: 805-466-2814; W: 805-461-5645; Fax: 805-461-3842.

27-28 **\*NEBRASKA PIONEER CDE**, Lincoln, NE. Training and Preliminary. Contact: Wayne Kramer, Rt 1, Box 70-A2, Denton, NE, 68339. H: 402-797-5865; W: 402-471-2541.

27-28 Handicapped Riders and Drivers Event of The Devon Horse Show, Contact: Thorncroft Equestrian Center, 190 Line Rd., Malvern, PA 19355.

28 **\*SARATOGA CLASSIC**, Saratoga Springs, NY. Pleasure, Obstacles, Draft, Welsh, Junior. Contact: Andrew Nanaa, 87 Main Street, Fort Plain, NY 13339.

## JUNE

3-4 **\*GLADSTONE SPRING DRIVING EVENT**, Hamilton Farm, Gladstone, NJ. Training and Preliminary. Contact: Heather Walker, c/o GEA, P.O. Box 119, Gladstone, NJ 07934. W: 908-234-0151; Fax: 908-234-0863.

9-11 **\*STEAMBOAT CARRIAGE CLASSIC**, Steamboat Springs, CO Training, Limit and Open Preliminary. Contact: Beverly Mason, 28925 R.C.R. #14, Steamboat Springs, CO 80487. H: 303-879-4026; W: 303-879-1274.

11 **\*COLUMBIA COUNTY COACHING SOCIETY 20TH ANNUAL PLEASURE DRIVING SHOW**, Martin Van Buren National Historic Site, Kinderhook, NY Pleasure Classes. Contact: Nilda Burke, Ballston Spa, NY 12020. H: 518-882-1038; W: 518-882-9785; Fax: 518-882-9785.

15-18 North Star Americana, Minnesota State Fair Grounds, Pleasure, Obstacles, Dressage. Contact: Carol Hitz, 14765 Co. Rd. 122, Watertown, MN 55388. 612-955-2176.

16-18 **\*METAMORA COMBINED DRIVING EVENT XI**, Walkabout Farm, Oxford, MI. Limit and Open Training, Preliminary, Intermediate. Clinic on 19-20 with Bill Long. Contact: Beth Lynch, 2362 S. Five Lakes Rd., Metamora, MI 48455. H: 810-664-0203; W: 810-947-3028.

18 San Diego Pleasure Driving Club Show, Lakeside, CA. Pleasure Classes. Contact: LaDonne Hatley, 619-561-9534

23-25 **\*IBM/USET FESTIVAL OF CHAMPIONS**, Hamilton Farm, Gladstone, NJ. Advanced, USET Selection Trial.. Contact: Heather R. Walker, c/o GEA, P.O. Box 119, Gladstone, NJ 07934. W: 908-234-0151; Fax: 908-234-0863.



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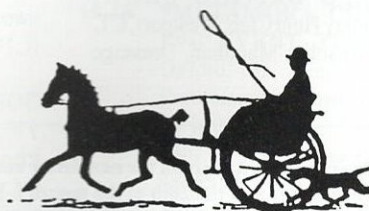
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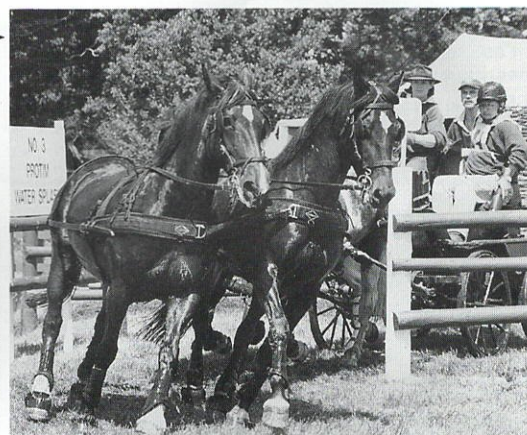
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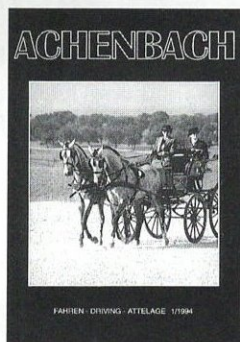
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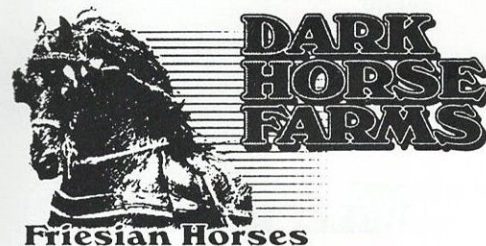
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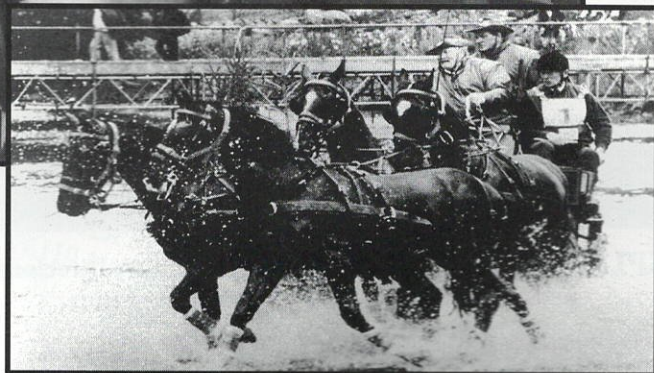
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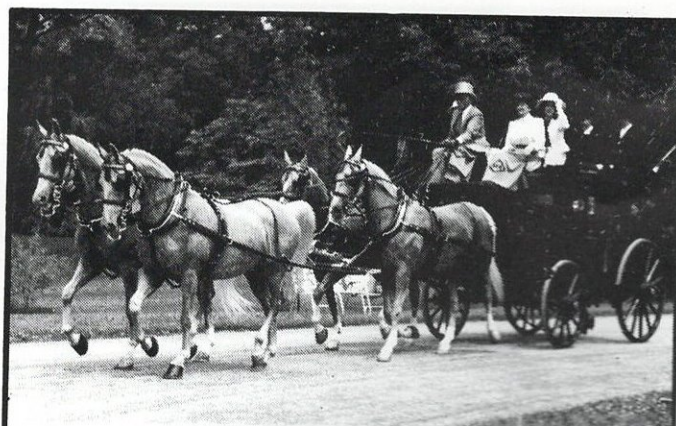
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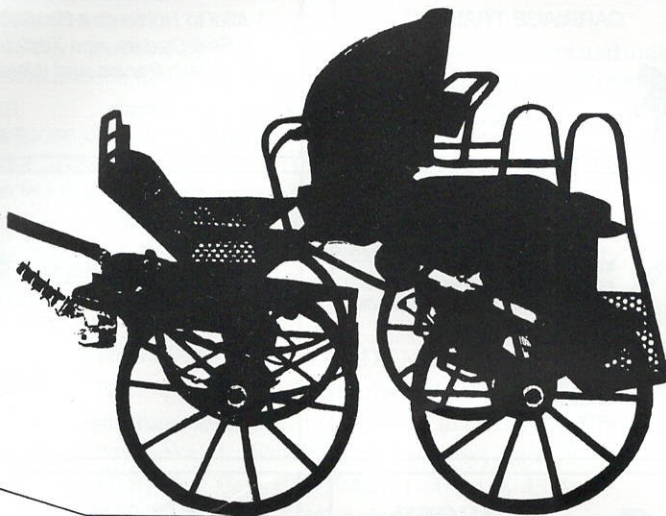
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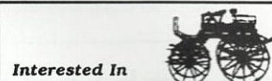
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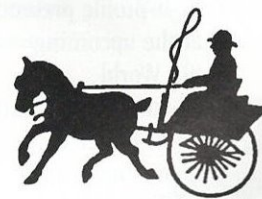
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## Guidelines for Articles, Photos and Show Reports

Articles, photos and show reports submitted for publication in *The Whip* must be typed, preferably laser printed single spaced and mailed to the Editor by the deadline. Faxed or handwritten material is not acceptable. Show reports should be no longer than 1000 words; up to three photographs may be submitted with the article. The editor reserves the right to edit material for clarity, accuracy and length.

We cannot guarantee that photos will not be damaged by the printer, therefore, it is best to send a copy rather than an original photograph. Photos will be returned ONLY if "return to" and name and address are written on the back of every photo.

Photos taken by professional photographers must be accompanied by written permission from the photographer for use in *The Whip*.



## WHAT EVERY ADS MEMBER SHOULD KNOW

The American Driving Society is a non-profit corporation, incorporated in the State of New York in 1975.

The purposes of the American Driving Society are:

- to promote the best interests of the sport of driving of horses and ponies to carriages both competitively and for pleasure.
- to create and maintain public interest in national and international driving events.
- to educate and inform the public with respect to driving methods, safety and events.
- to publish periodically information on driving methods, safety and events.
- to organize driving events and to facilitate the organization of driving events by others, including the establishment and maintenance of a list of qualified judges, the rendering of technical assistance to event organizers, the maintenance of event records and the publishing of event calendars.
- to sponsor educational driving clinics and clinics for the purpose of training judges.
- to cooperate with organizations such as the American Horse Shows Association and the Carriage Association of America and the United States Equestrian Team which are interested in the driving of horses and ponies to carriages.
- to provide and pursue ways and means not prohibited by law, to solicit and receive money and property for the foregoing purposes and to receive and accept for charitable purposes gifts, donations, bequests and devises of money and property.
- to do all things necessary, suitable and proper for the accomplishment of the above purposes.

**SHOW APPROVAL:** Interested competition organizers should call or write for approval information and date application at least 60 days prior to competition. See grey pages in current ADS Handbook. **Fee: \$75.00**

**CLINIC APPROVAL:** Interested clinic organizers should call or write for clinic approval information and application at least 60 days prior to the clinic date. **Fee: \$30.00**

**LICENSED OFFICIALS PROGRAM:** The ADS licenses officials in 5 divisions: Pleasure Driving Judge and Technical Delegate, Combined Driving Judge and Technical Delegate and Dressage Judge, at three different levels: Registered ("R"), Recorded, ("r"), and Learner, ("L"). Those interested in the Learner program may call or write for information and application. See tan pages in current ADS Handbook.

Fees: Learner- \$30.00 per division

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"R" or "r" renewal - \$40.00 1st division; \$20.00 ea additional division

**INSURANCE:** The ADS Master Liability policy covers all ADS approved competitions and clinics. Questions regarding this coverage should be directed to our agent, Holly Griffin, of Posse-Walsh, Four Sentry Parkway, Suite #2000, P.O. Box 1121, Blue Bell, PA, 19422. 1-800-446-4579.

**VIDEOS:** The ADS maintains a video library. Please call or write for current listings. A \$30.00 deposit is required plus the rental fee. ADS member clubs are entitled to one free video per year.

**ADS BANNER:** Banners are available for use by ADS clubs or clinics. They are vinyl with metal grommets and cord for easy display. Size is approximately 3' wide by 8' long.

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